

GREENWAY ON THE HODIAMONT TRACKS

CONCEPT PLAN

October 2021



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THANK YOU

Thank you to the many community members, City representatives and stakeholders who have helped to develop this Greenway Concept Plan. The ongoing community enthusiasm for the vision of this Greenway is evident and growing, and it is the hope of the design team that this document will support that vision through its implementation.



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PROJECT OVERVIEW

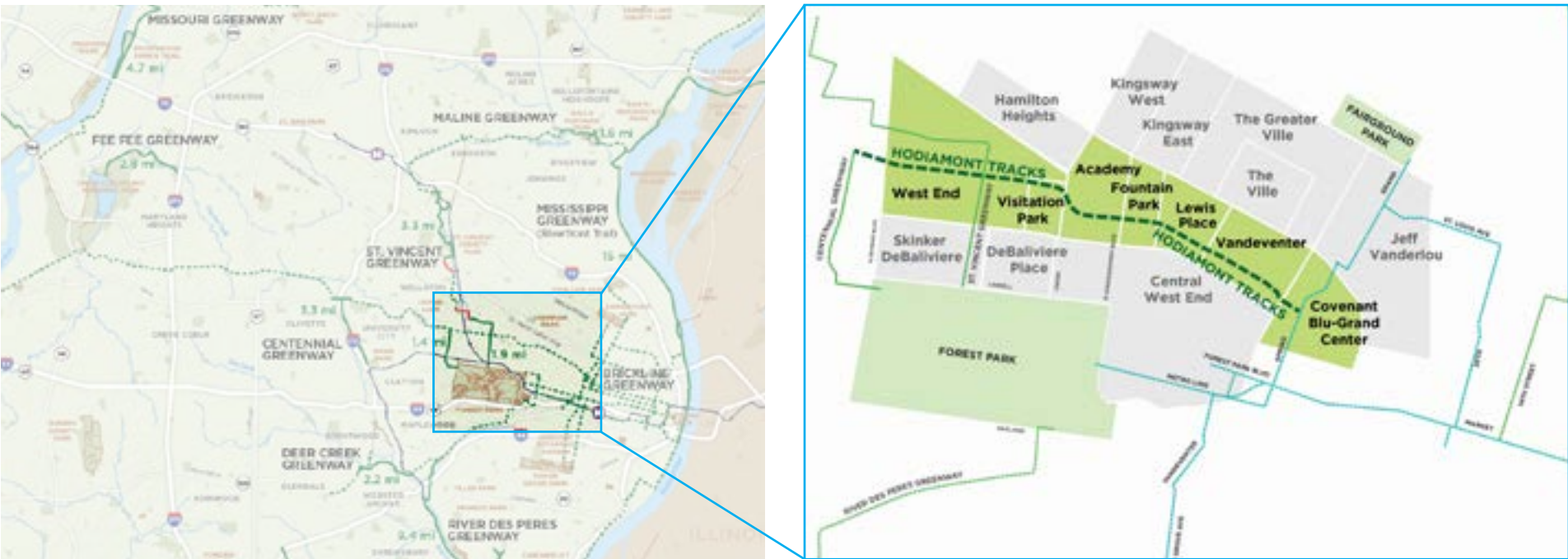
A Transportation Legacy Continues

The Concept Plan area is a 3.5-mile corridor on St. Louis’s near north side, stretching from the Grand Center District on the east to Gwen Giles Park on the west. The route includes a 0.3 mile portion along Enright Avenue from Spring Avenue westward past Vandeventer Avenue, with the remainder following along the right-of-way once occupied by the Hodiament streetcar line (also known as the Suburban Tracks). The corridor travels through seven different neighborhoods including Covenant Blu-Grand Center, Vandeventer, Lewis Place, Fountain Park, Academy-Sherman Park, Visitation Park and ends in the West End at Hodiament Avenue. A greenway on the Hodiament Tracks would intersect the existing St. Vincent Greenway and would connect to the proposed Brickline Greenway at Spring Avenue. A possible future westward extension would provide an opportunity to join with the Centennial Greenway in University City.

The Tracks were once a route for horse-drawn trams, narrow-gauge railcars, cable cars, streetcars and buses from 1859 until 2009. Currently, ownership of the right-of-way is divided between Bi-State Development Agency and the City of St. Louis. Bi-State’s transit division, Metro, does not plan to return bus or rail service to the Hodiament Tracks. Since the bus line was discontinued, the Tracks have been inactive for transit services and have become a forgotten space distressed by crime, drugs, poverty, and illegal dumping.

Previously, Great Rivers Greenway conducted two studies. In 2014, Great Rivers Greenway worked with consultants to develop the Midtown Loop Alignment Feasibility Study, which proposed an eight-mile greenway connecting Forest Park, the Cortex Innovation Community, BJC/Washington University Medical Center, Saint Louis University and Grand Center. The Hodiament Tracks comprised a significant portion of this proposed loop. In 2018, Great Rivers Greenway conducted the Hodiament Tracks Greenway Study to engage residents, elected officials and community leaders around the possibility of a greenway. Community members discussed whether the former streetcar and bus route should be converted into a greenway. **95% of community members responded that they would like a greenway along the Hodiament Tracks.**

Having determined that a greenway along the Hodiament Tracks was both feasible and desirable, Great Rivers Greenway initiated a Concept Plan in 2020 as the next phase in the greenway’s development. The Concept Plan and the process through which it was designed are the subjects of this report. The Concept Plan, detailed on the following pages, is intended to build upon Great Rivers Greenway’s previous efforts by establishing a vision for how the proposed greenway may look and feel, setting the stage for the future phases of detailed design, engineering, and construction. **Moreover, it seeks to set forth the means by which its design can begin to address the concerns and aspirations of the community, lending form to their vision.**



NAMING THE GREENWAY

An Ongoing Process

The reader will note that this Concept Plan refers to the *Greenway on the Hodiamont Tracks*, instead of the *Hodiamont Greenway*. This is an important distinction, because while the Hodiamont Tracks are an existing feature of St. Louis' geography, the Greenway itself has yet to be named. While the name *Hodiamont Greenway* has been frequently and informally used, garnering significant name recognition within the community, there are several reasons why a new name may be considered. Chief among these reasons is the fact that Baron Emanuel de Hodiamont, the Trappist monk whose name can be seen on the street signs and maps of this area, enslaved people.

The selection of a name will be an ongoing process, **led by the community**.

Should the Greenway be named “Hodiamont Greenway”?

Some reasons for “Hodiamont Greenway”

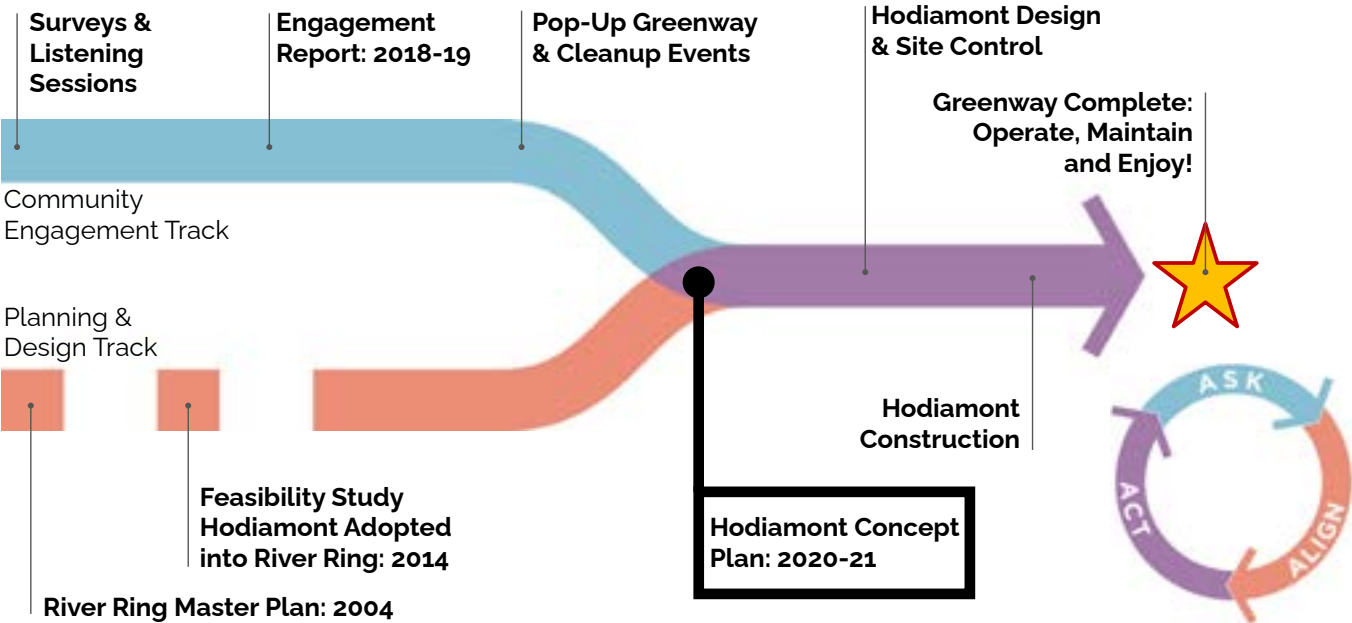
- Hodiamont name already has some recognition
- Some people are nostalgic about the historic Hodiamont streetcar and bus lines

Some reasons against “Hodiamont Greenway”

- Baron Emanuel DeHodiamont, the tracks' namesake, enslaved people
- East-west Hodiamont Tracks get confused with north-south Hodiamont Avenue
- Hodiamont name is hard to spell
- Location is known as Suburban Tracks in some areas and Hodiamont Tracks in others



PROJECT APPROACH
Community-Led Design

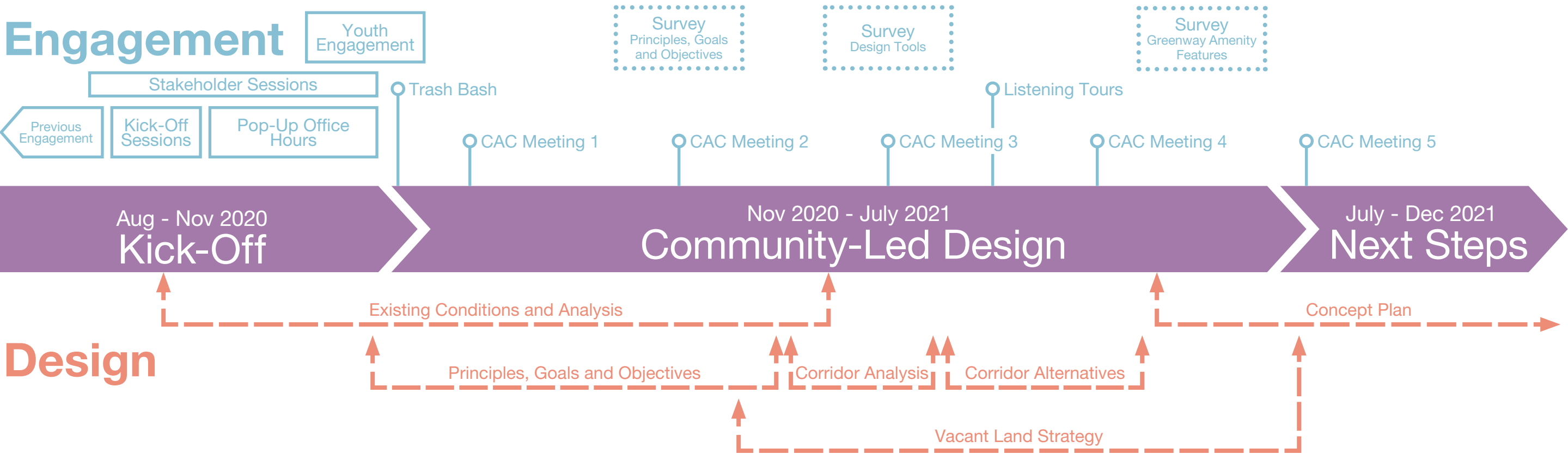


Great Rivers Greenway’s design approach is centered around the concept of **Ask, Align, Act** - *asking* the community which design solutions are desirable and appropriate, *aligning* the expectations and aspirations of a diverse constituency, and *acting* on agreed-upon intentions in order to produce positive, equitable outcomes.

The result of this approach is a community-led design process whereby engagement and design teams are constantly working in tandem to ensure that community direction and feedback are driving the development of solutions.

Over the last year, the community has led the project team through a series of touchpoints and meetings that corresponded to key milestones in the development of the Concept Plan.

Virtual kick-off sessions were held with the public and key stakeholders to introduce the project to them and listen to their concerns and desires. These sessions were followed by in-person pop-up events along the greenway, which informed the Existing Conditions and Analysis phase of the project, and provided opportunities to recruit neighbors to join the Community Advisory Committee (CAC). This committee, composed of residents from each of the seven surrounding neighborhoods, served as the key community representatives, guiding the project team from the establishment of project goals through the development of design alternatives and the selection of preferred concepts. Along the way, periodic public surveys and listening tours reinforced the CAC’s leadership.



GREENWAY CONCEPT PLAN

The Concept Plan area is a 3.5-mile corridor on St. Louis’s near north side, stretching from the Grand Center District on the east to Gwen Giles Park on the west. The route includes a 0.3 mile portion along Enright Avenue from Spring Avenue westward past Vandeventer Avenue, with the remainder following along the Right of Way once occupied by the Hodiament streetcar line (also known as the Suburban Tracks).

The Concept Plan, detailed on the following pages, is intended to establish a vision for how the proposed Greenway may look and feel, setting the stage for the future phases of detailed design, engineering, and construction. **Moreover, it seeks to set forth the means by which its design can begin to address the concerns and aspirations of the community, lending form to their vision.**

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ENGAGEMENT

Great Rivers Greenway

In a community-led design process, engagement and design are intertwined, but engagement takes the lead. The community is repeatedly consulted for their direction with regard to what is desired and appropriate, as well as for their feedback, to ensure that the direction was understood and followed. This is at the heart of Great Rivers Greenway's philosophy of **Ask, Align, Act**:

- **Ask** the community which design solutions are desirable and appropriate,
- **Align** the expectations and aspirations of a diverse constituency, and
- **Act** on agreed-upon intentions in order to produce positive, equitable outcomes

ENGAGEMENT SUMMARY

Overview

One of Great Rivers Greenway’s (GRG) core values is community engagement, and it was intertwined throughout the conceptual design process for the Greenway on the Hodiamont Tracks. Residents in the culturally and economically diverse areas surrounding the Hodiamont Tracks, which include the neighborhoods of West End, Visitation Park, Academy-Sherman Park, Fountain Park, Lewis Place, Vandeventer and Covenant Blu-Grand Center, now known as 7 Together, provided input and feedback at key project milestones. Many focused on the opportunity to connect with other neighborhoods and communities, the need to provide a safe environment particularly for children to grow, learn and play, and the importance of stabilizing and enhancing the corridor with amenities.

Even though GRG has been building relationships with the seven neighborhoods since 2018, it was vital that community engagement remain consistent and ongoing during the conceptual design phase. Feedback from the previous engagement process was considered and used as the foundation for this next phase. Such input led to a conceptual design for the Greenway on the Hodiamont Tracks that reflects inclusive and collaborative engagement and positions the Greenway to be an asset for all to enjoy.

During the conceptual design phase, the study team obtained community input and promoted the project through stakeholder listening sessions, virtual public educational sessions, a project hotline, pop-up offices, a community advisory committee, a survey, a webpage, direct mailers, door-to-door canvassing, community presentations and events.

* See Appendix A - Engagement Summary for more information



**You Said You Wanted It!
Now We're Moving Forward**

In 2018, **95% of you said "YES!" to a greenway along the Hodiamont Tracks.** Great Rivers Greenway is now moving to the next step - creating a design for the Hodiamont Greenway. **For this process, we still need your input!**

Educational Kickoff Meetings
August 14th & August 18th
(Details on back)





For more info, call **314-329-8544** or visit
www.GreatRiversGreenway.org/Hodiamont



Direct Mailer

A postcard sent to 2,129 residents living within a half-mile of the Hodiamont Tracks that informed neighbors of the conceptual design process, public meeting opportunities and project contact information.



**You Said You Wanted It!
Now We're Moving Forward**

We need your input to start designing the Hodiamont Greenway!

August 14th
11 a.m. – 12 p.m.

Link: <http://bit.ly/HTGmtg1>
or call 312-626-6799 and use meeting ID 899 8852 5683

OR

August 18th
6 p.m. – 7 p.m.

Link: <http://bit.ly/HTGmtg2>
or call 312-626-6799 and use meeting ID 822 9666 7094

JOIN BY PHONE OR COMPUTER. REGISTRATION REQUIRED VIA MEETING LINK ABOVE.

Join an Educational Kickoff Meeting to learn more about this design phase and to meet the team! (same information at both meetings)



For more info, call **314-329-8544** or visit
www.GreatRiversGreenway.org/Hodiamont



Yard Signs

A sign placed in high pedestrian and vehicular trafficked areas that conveyed information about the conceptual design process, public meeting opportunities and project contact information.



**YOU SAID YOU WANTED A GREENWAY.
WE'RE MOVING FORWARD!**



**YOU SAID YOU WANTED A GREENWAY.
WE'RE MOVING FORWARD!**

Great Rivers Greenway has kicked off the process for designing a greenway along the Hodiamont Tracks and we need your input!

Meet us during our Pop-Up Office Hours.
We'll be there to answer questions, gather project feedback and listen to your concerns and stories.

September 19, 2020
10AM - 12PM Hamilton Ave. & Hodiamont Tracks | 1PM - 3PM Goodfellow Blvd. & Hodiamont Tracks

September 26, 2020
10AM - 12PM Union Blvd. & Hodiamont Tracks | 1PM - 3PM N. Kingshighway near San Remo Apartments

October 3, 2020
10AM - 12PM N. Taylor near Hopewell Missionary Baptist | 1PM - 3PM N. Sarah St. & Hodiamont Tracks

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Door Hanger

The street team used this leave-behind to inform neighbors about the Greenway, pop-up office hours and the community advisory committee application. It also included contact information.



Social Media

A social media toolkit was created to leverage promotion of project related events.

Greenway Hotline

A dedicated phoneline was established for callers seeking information about the Greenway, particularly those without Internet access.

A photograph of a community meeting taking place outdoors under a white tent. In the foreground, a person wearing a black jacket and a grey cap with a butterfly design is seen from the side. Behind them, a man in a blue and red cycling jersey with 'BIG SHARK' and 'ride local ride often' on the back, and a bright green helmet, stands next to a bicycle. To the right, a person in a green shirt and white helmet is leaning over a table covered with a blue map. Another person in a green shirt is partially visible behind the table. The background shows a street with parked cars and a brick building. A green diamond-shaped graphic is in the top right corner, and a white diamond-shaped graphic is in the bottom left corner.

PRINCIPLES, GOALS AND OBJECTIVES

In the spirit of community-led design, the Concept Plan is based on a set of overarching **principles**, targeted **goals**, and specific **objectives** as the foundation of design intentions. The **principles** are meant to serve as broad concepts or guideposts for decision-making. The **goals** center around particular themes or categories that may be improved by the Greenway, and the **objectives** represent outcomes that work together to fulfill the goals. There are three primary types of objectives:

- Things the Greenway can do on its own
- Things the Greenway can do with the help of partners
- Things the Greenway can help to influence

A Greenway is a connector - of people and places - which can be a catalyst for positive change in many aspects of daily life, but its influence is not unlimited. Meaningful goals and objectives recognize certain limitations of the Greenway, but also set aspirational targets that encourage us to reach for the best possible solutions. **But moreover, they provide the measuring stick by which alternatives are evaluated, and success is determined.**

PRINCIPLES, GOALS AND OBJECTIVES



* See Appendix C - Community-Led Design for more information



GREENWAY CONCEPT PLAN

This Concept Plan is meant to be used as a roadmap for future phases of design, engagement, and development. It seeks to identify categories of areas along the Hodiamont Tracks that share certain characteristics, and to devise approaches for the challenges and opportunities presented by each category. This method is intended to develop sets of typical designs that can be adapted for a range of conditions along the Greenway corridor. As the project progresses into detailed design, the Concept Plan will form the basis of site-specific design solutions that can be engineered for construction.

CONCEPT PLAN

Overview



The Concept Plan map on this page depicts the proposed Greenway within its city context, highlighting community assets and landmarks along with transportation networks, parks, landmarks, and special districts. Identifying these features helps to define critical connections and gateways to and from the Greenway, expanding its influence through adjacent neighborhoods. It emphasizes that the Greenway is a means to establish and strengthen connections within and across neighborhoods, and not to merely serve as a way to pass through. Further, it illustrates that while the Greenway can be a great way to reach a destination, it can also be a destination itself. Establishing and/or strengthening connections to and from the Greenway will require the help of partners, including the City of St. Louis, to make infrastructural improvements that enable access for neighbors and visitors.

*** See Appendix C - Community-Led Design for more information**

GREENWAY AT THE HODIAMONT TRACKS

- WIDE SECTION (WITH ALLEYS)
- NARROW SECTION (WITHOUT ALLEYS)
- STREETSIDE SECTION
- NEIGHBORHOOD CONNECTIONS

CROSSING TYPES AND IMPROVEMENTS

- MINOR CROSSING
- MAJOR CROSSING
- TRAILHEAD

TRANSPORTATION CONNECTIONS

- EXISTING GREENWAY
- FUTURE GREENWAY
- ON-STREET BIKE ROUTE
- METROLINK

CROSS STREET TYPES








- REGIONAL
- URBAN
- NEIGHBORHOOD
- RESIDENTIAL
- ALLEY

LANDMARKS AND DISTRICTS






- INSTITUTION
- COMMERCIAL DISTRICT
- PARK

Western Section






GREENWAY AT THE HODIAMONT TRACKS

-  WIDE SECTION (WITH ALLEYS)
-  NARROW SECTION (WITHOUT ALLEYS)
-  STREETSIDE SECTION
-  BUFFER
-  NEIGHBORHOOD CONNECTIONS
-  CONCEPT PLAN STUDY AREA
-  CONCEPT PLAN MODEL SITE






CROSSING TYPES AND IMPROVEMENTS

-  MINOR CROSSING
-  MAJOR CROSSING
-  POTENTIAL TRANSIT CONNECTION
-  WAYFINDING
-  TRAILHEAD






TRANSPORTATION CONNECTIONS

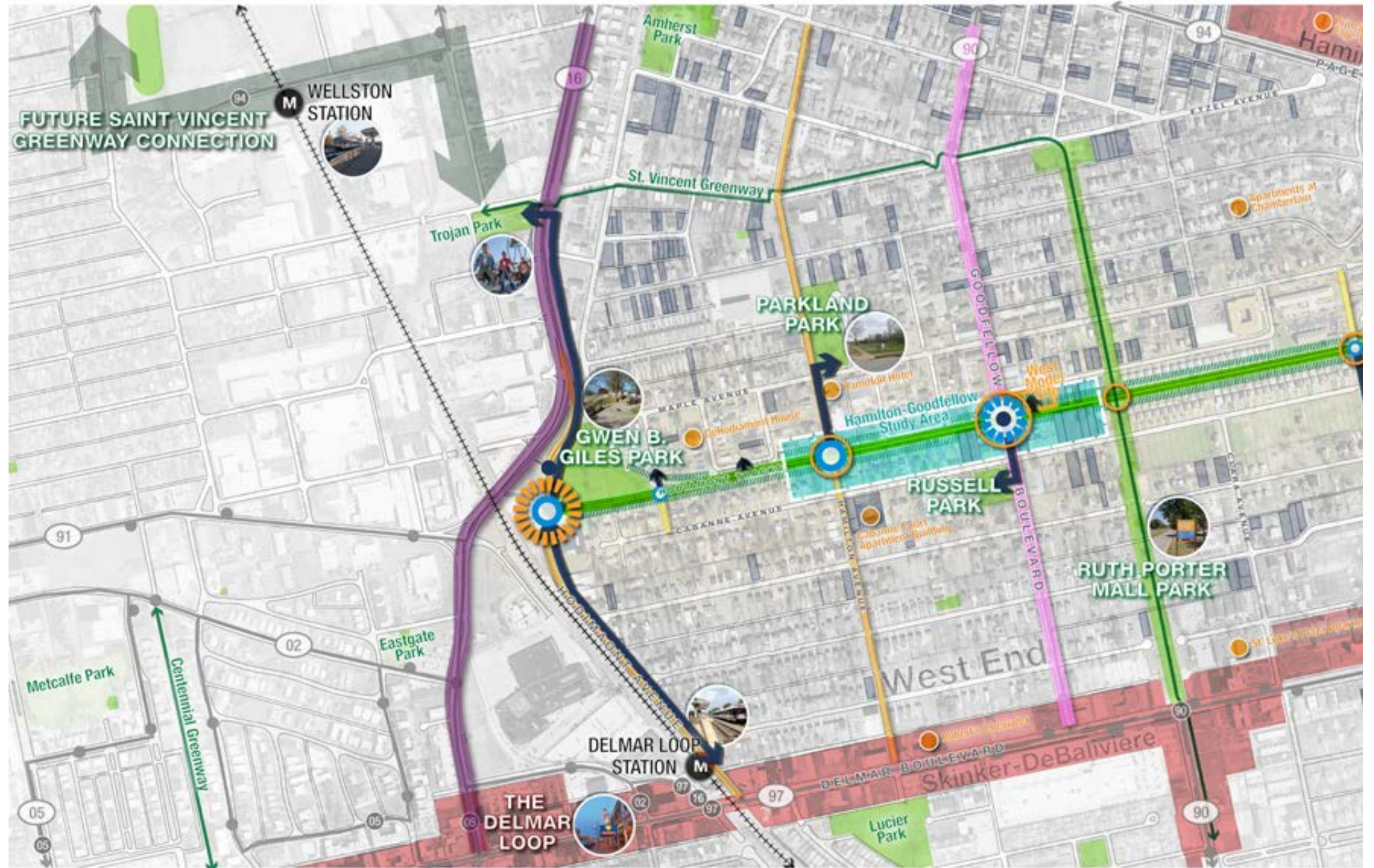
-  EXISTING GREENWAY
 FUTURE GREENWAY
 ON-STREET BIKE ROUTE
 BUS ROUTE AND STOPS
 METROLINK AND STATIONS

CROSS STREET TYPES

-  REGIONAL
 URBAN
 NEIGHBORHOOD
 RESIDENTIAL
 ALLEY

LANDMARKS, DISTRICTS AND VACANCY

-  INSTITUTION
 COMMERCIAL DISTRICT
 PARK
 HISTORIC LANDMARK
 CITY-OWNED VACANT PARCEL



CONCEPT PLAN

Central Section

GREENWAY AT THE HODIAMONT TRACKS

- WIDE SECTION (WITH ALLEYS)
- NARROW SECTION (WITHOUT ALLEYS)
- STREETSIDE SECTION
- BUFFER
- NEIGHBORHOOD CONNECTIONS
- CONCEPT PLAN STUDY AREA
- CONCEPT PLAN MODEL SITE

CROSSING TYPES AND IMPROVEMENTS

- MINOR CROSSING
- MAJOR CROSSING
- POTENTIAL TRANSIT CONNECTION
- WAYFINDING
- TRAILHEAD

TRANSPORTATION CONNECTIONS

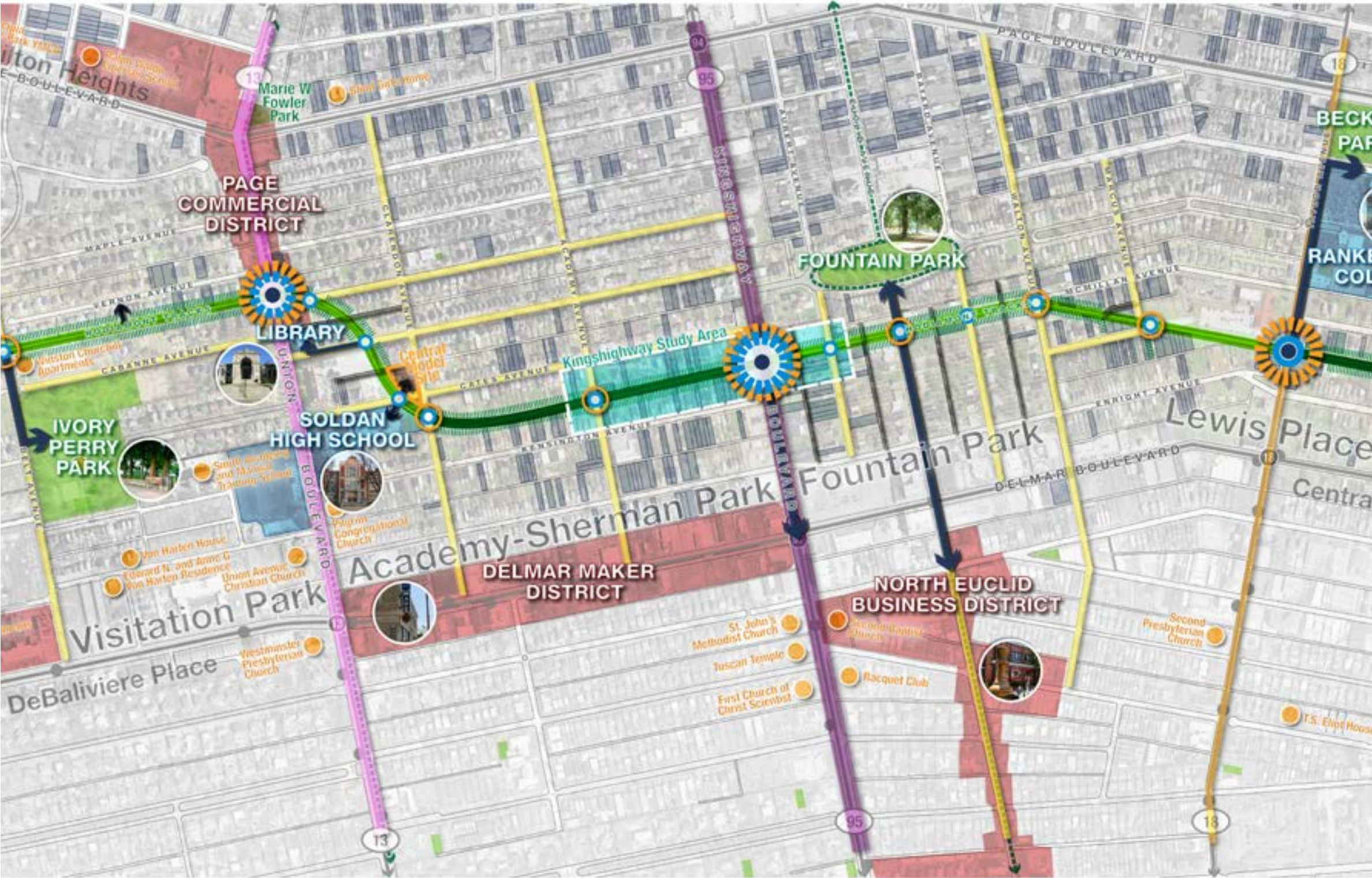
- EXISTING GREENWAY
- FUTURE GREENWAY
- ON-STREET BIKE ROUTE
- BUS ROUTE AND STOPS
- METROLINK AND STATIONS

CROSS STREET TYPES

- REGIONAL
- URBAN
- NEIGHBORHOOD
- RESIDENTIAL
- ALLEY

LANDMARKS, DISTRICTS AND VACANCY

- INSTITUTION
- COMMERCIAL DISTRICT
- PARK
- HISTORIC LANDMARK
- CITY-OWNED VACANT PARCEL



CONCEPT PLAN
Eastern Section

GREENWAY AT THE HODIAMONT TRACKS

- WIDE SECTION (WITH ALLEYS)
- NARROW SECTION (WITHOUT ALLEYS)
- STREETSIDE SECTION
- BUFFER
- NEIGHBORHOOD CONNECTIONS
- CONCEPT PLAN STUDY AREA
- CONCEPT PLAN MODEL SITE

CROSSING TYPES AND IMPROVEMENTS

- MINOR CROSSING
- MAJOR CROSSING
- POTENTIAL TRANSIT CONNECTION
- WAYFINDING
- TRAILHEAD

TRANSPORTATION CONNECTIONS

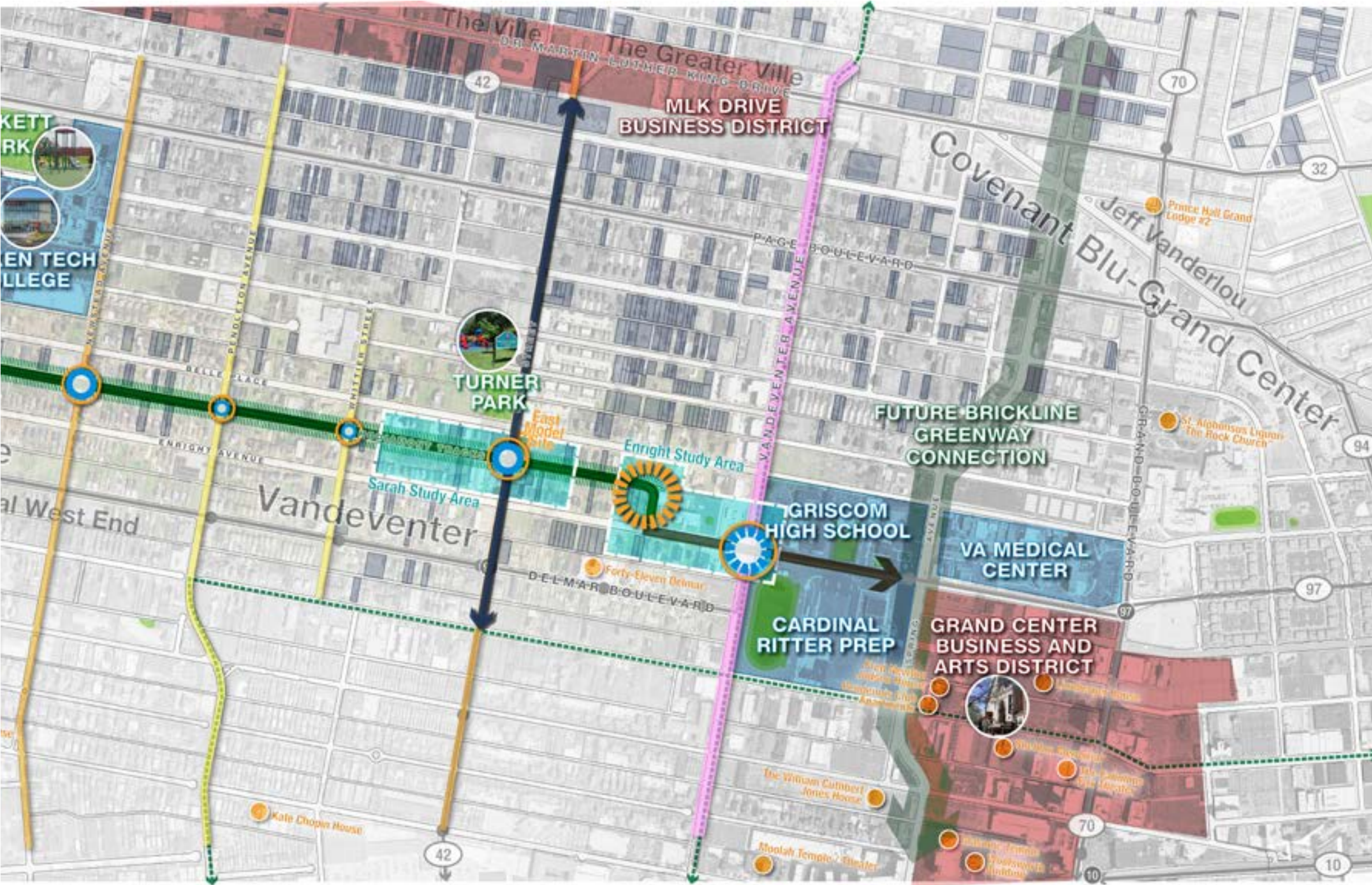
- EXISTING GREENWAY
- FUTURE GREENWAY
- ON-STREET BIKE ROUTE
- BUS ROUTE AND STOPS
- METROLINK AND STATIONS

CROSS STREET TYPES

- REGIONAL
- URBAN
- NEIGHBORHOOD
- RESIDENTIAL
- ALLEY

LANDMARKS, DISTRICTS AND VACANCY

- INSTITUTION
- COMMERCIAL DISTRICT
- PARK
- HISTORIC LANDMARK
- CITY-OWNED VACANT PARCEL



CONCEPT PLAN
Components of the Greenway

There are three main components that form this Greenway Concept Plan: Corridors, Crossings and Vacant Land Strategies (Model Sites).

Corridors
Corridors may be interpreted as the primary “trail” of a Greenway. For this project these areas primarily fall within the Right of Way (ROW) owned by both the Bi-State Development Agency and the City of St. Louis. The project team has studied these as the connective tissue between assets along the route. Over the course of the Concept Plan area, the tracks vary in width, use, and adjacency. The Concept Plan explores the means by which the Greenway can adapt to those conditions to provide safe access for visitors, neighbors, and service providers.

Crossings
When the Greenway intersects with vehicular crossings, conflicts can arise. There are many design elements and traffic calming devices available to improve the safety of these crossings, and some are more appropriate for particular locations. The Concept Plan proposes a toolkit method to address crossings, an approach which may be customized based on the types of streets crossed by the proposed Greenway.

Vacant Land Strategies - Model Sites
As a component of an overarching aim to utilize vacant parcels within the study area for higher purpose, the design team studied several vacant parcels as potential sites to be converted to uses compatible with and complementary to the Greenway. While some potential infill development types may be outside of the realm of this Greenway project, vacant parcels adjacent to the corridor provide opportunities to incorporate amenities and attractions that will help fulfill the goals of the project and meet the aspirations of the community. Three Land Reutilization Authority-owned “Model Sites” have been designed as part of the Concept Plan, with the understanding that aspects of these designs could be applicable to any number of similar vacant parcels along the Greenway.

* See Appendix C - Community-Led Design for more information



Corridors + Crossings + Model Sites
= Greenway Concept Plan



CORRIDORS

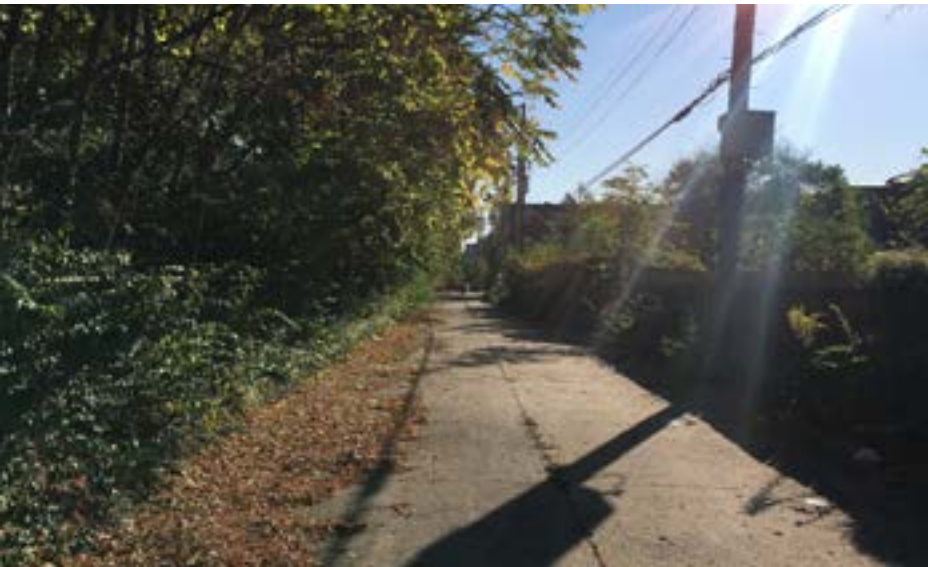
Existing Conditions - Single Jurisdiction

The Hodiament Streetcar used to occupy Tracks along a dedicated public Right of Way (ROW), owned by Bi-State Development Agency. Since the abandonment of the streetcar and bus line, this area has sat unused. In some cases, this dedicated ROW exists alone, and in others is flanked on one or both sides by a public-access, City-owned alleyway. This unique arrangement has resulted in two typical ROW conditions: Single Jurisdiction ROW and Dual Jurisdiction ROW.

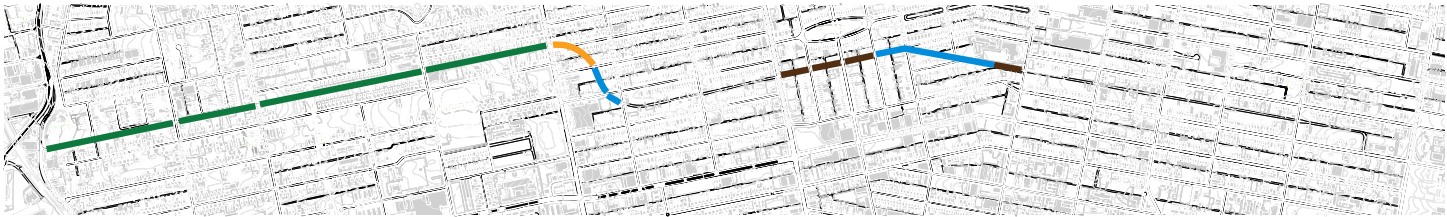
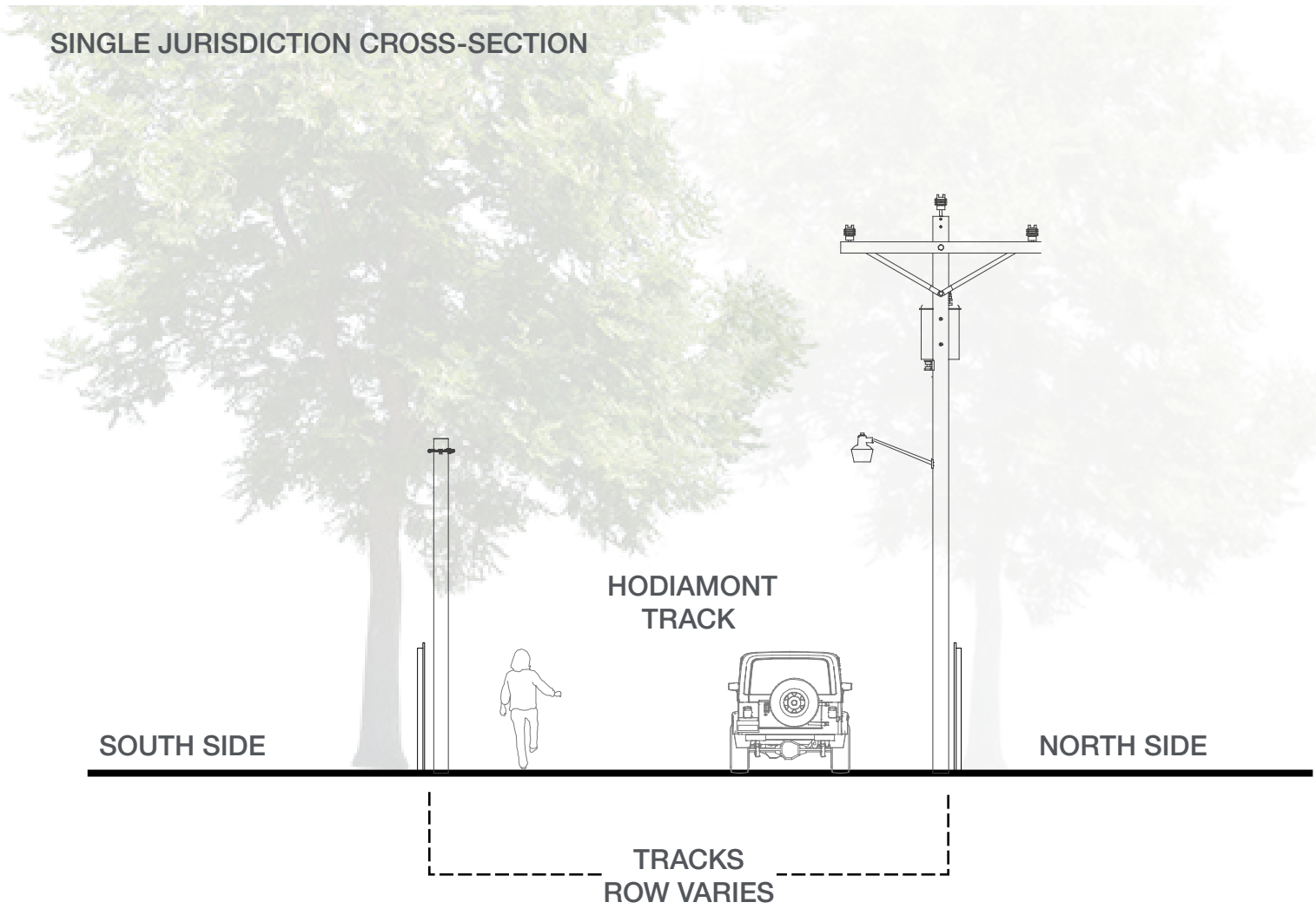
Single Jurisdiction ROW

- Cross-section is primarily found in the western half of the Concept Plan area
- Single Jurisdiction areas have little or no access to adjacent property through garages or pedestrian gates
- Current use is either blocked off to vehicular traffic with bollards or other impediments or serves as strictly a thoroughfare
- Width ranges between 25' to 40'
- The space also functions as a utility corridor with multiple overhead utilities

* See Appendix B - Existing Conditions and Analysis for more information



Typical narrow ROW conditions without alleys or access



- 25' BI-STATE ROW
- 30' BI-STATE ROW
- 34' BI-STATE ROW
- 40' BI-STATE ROW

CORRIDORS

Preferred Design - Single Jurisdiction

For Single Jurisdiction corridor sections, a series of concepts were developed that represented a range of complexity and richness of design. In meetings with the Community Advisory Committee and through online public surveys, community feedback consistently favored concept alternatives that were rich in features and detail, expressing particular interest in enhancing safety, experiencing natural beauty, and expressing cultural heritage.

Following are the preferred design alternatives for Single Jurisdiction corridor sections:

Preferred Corridor Design 1 - Curb Appeal

The “Curb Appeal” concept adapts existing conditions by utilizing and repairing existing pavement and adding simple features - essentially adding that curb appeal that “makes a house a home”. Typical elements include:

- Furnishings - for comfort and function
- Art - for cultural connection and visual interest
- Planting - landscaped areas, as well as planters, which double as access control
- Fences - to be considered in coordination with residents, on a per case basis
- Special lighting - for placemaking and atmosphere

Preferred Corridor Design 2 - Keep it Loose

“Keep it loose” - The “Keep it Loose” concept reduces the quantity of existing paving to the width consistent with Great Rivers Greenway standards, and allows for increased flexibility and movement of the Greenway. This concept:

- Increases the quantity and quality of landscape area
- Frames spaces with special pavements, lighting, furnishings, and other elements
- Orients visitors with signage
- Introduces opportunities for public art
- Adapts along the length of the corridor, providing varied experiences

* See Appendix C - Community-Led Design for more information



Preferred Corridor Design 1



Preferred Corridor Design 2

CORRIDORS
Existing Conditions - Dual Jurisdiction

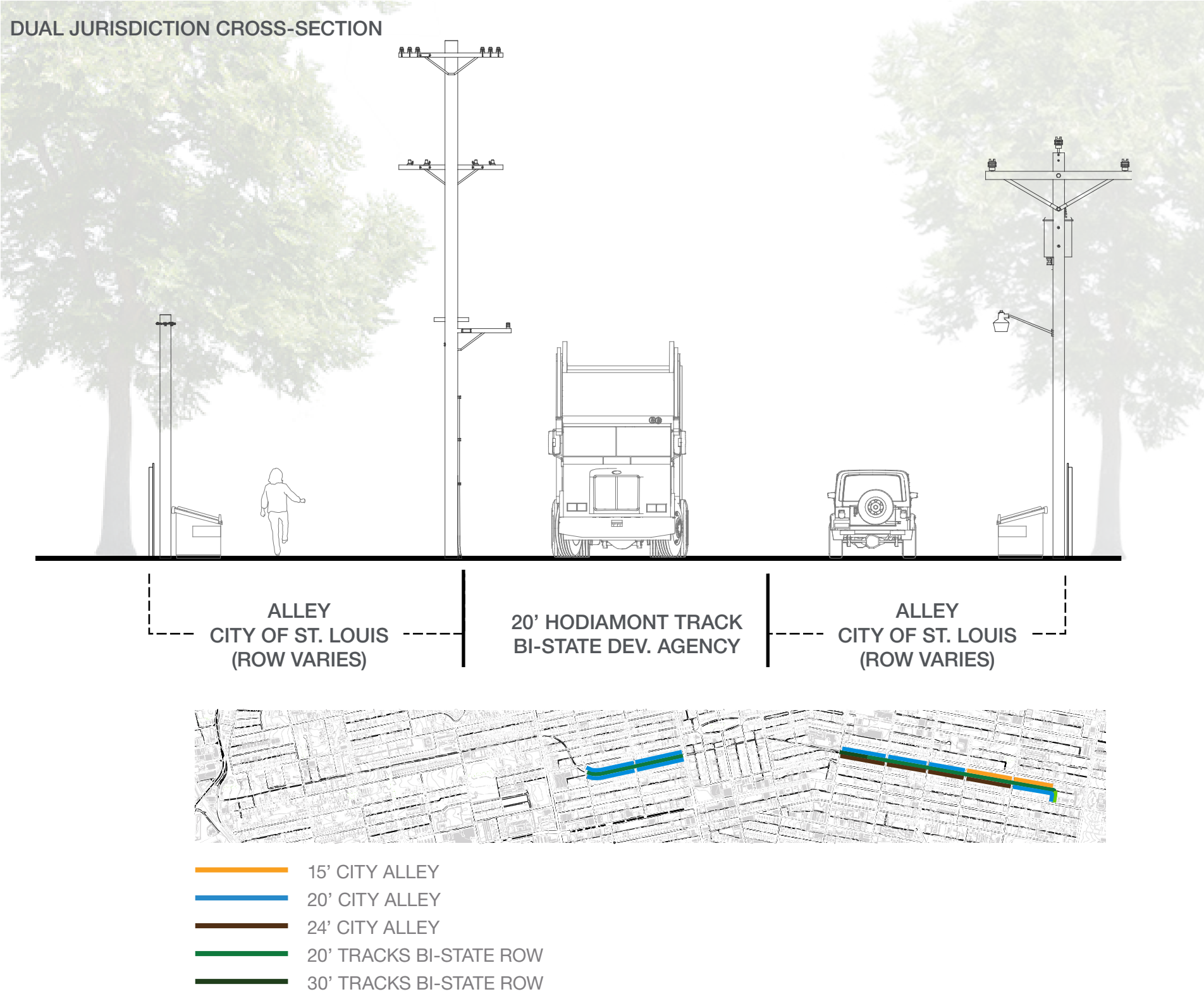
In contrast to the Single Jurisdiction Right of Way (ROW), the eastern half of the Concept Plan area largely consists of the dedicated public ROW, owned by Bi-State Development Agency and previously occupied by the Hodiamont Streetcar line, flanked by City-Owned alleys which serve as utility access, refuse, and homeowner parcel access. As streetcars and buses no longer operate within the dedicated streetcar ROW, the entire width is utilized as a vehicular thoroughfare.

- Cross-section is primarily found in the eastern half of the project Concept Plan area
- Dual Jurisdiction areas access nearly all parcels on both sides of the Streetcar ROW via pedestrian gates, garages, or parking pads.
- Current use is similar to adjacent East/West streets in the area - vehicular access is unfettered, resulting in high speeds
- Widths of the track are typically 20', with one area near Taylor Avenue reaching 30'. When flanked by dual alleys, the total grows up to 64 feet wide
- As an alley, the space is shared with utilities and services including trash dumpsters and overhead power and communications - in many places multiple power and communications poles exist within feet of each other

*** See Appendix B - Existing Conditions and Analysis for more information**



Typical wide ROW conditions with alleys flanking the central tracks



CORRIDORS

Preferred Design - Dual Jurisdiction

For Dual Jurisdiction areas, the range of concepts developed dealt with the challenge of addressing the multiple uses - refuse pickup, garage access, backyard connections, utility service - employing the tenets established in the Single Jurisdiction concepts.

Following are the preferred design directions for Dual Jurisdiction sections:

Preferred Corridor Design 1 - Give and Take

The “Give and Take” concept proposes utilizing both Bi-State and City ROW for the Greenway, narrowing adjacent alleys in order to provide more space for the trail and associated amenities. “Give and Take” included:

- Increased green space, adding to buffering from residential access points
- Dedicated Greenway amenity zones
- Potential for rain gardens and stormwater infiltration zones
- A larger “Greenway zone”, equal to both alleys combined (30’)
- ** And always maintains access to residences, refuse pickup, and utility service

Preferred Corridor Design 2 - Keep it on the Track

The “Keep It On Track” concept utilizes only the Bi-State ROW for the Greenway, resulting in a narrower path with paved shoulders on each side, and maintaining 20’ alley widths. This approach:

- Prioritizes alley width, dedicating two thirds of the available space to vehicular use
- Relies primarily on vertical curbs between alley and Greenway uses for vehicular/pedestrian separation
- Reserves little space for additional amenities, but could employ iconic lighting, signage, or graphics to support identity
- ** And always maintains access to residences, refuse pickup, and utility service

*** See Appendix C - Community-Led Design for more information**



Preferred Corridor Design 1



Preferred Corridor Design 2

CROSSINGS

Street Types Overview



The inventory was used to develop a group of typologies that represent the typical characteristics of streets that intersect with the Hodiamont Tracks. The typologies were developed by comparing similar streets and exploring the regional and local connections they provide, the types of users, amount of traffic volume, vehicle speeds and street widths, and thinking how people move along these streets whether driving, walking, biking, or taking transit. The five typologies identified are representative of all the Greenway crossings in the study area and can be used to identify tools and elements to enhance safety and awareness for Greenway users in the design phase.

Regional Corridors

Regional corridors provide connections to employment centers, interstate connections and services by vehicle and bus routes. In the study area, these streets are classified as major arterials and serve 10,000-24,000 vehicle per day (vpd) with three lanes in each direction. The number of lanes creates a wider cross-section that is more difficult and less safe to cross on foot or on bike. Improvement to these streets have fewer access points and major intersections and pedestrian crossings are controlled with traffic signals. These streets are eligible for federal funding. Since these streets are primary snow routes some traffic calming elements are not allowed.

Urban Thoroughfares

Urban thoroughfares provide connections to commercial districts, schools, interstates and services by vehicle, bus and bicycle. In the study area, these streets are classified as minor arterials and serve 4,000-10,000 vpd with 1-2 lanes in each direction. Major intersections and pedestrian crossings are typically controlled by traffic signals. While providing more local connections these streets are still difficult to cross on foot or bicycle. Improvement to these streets are eligible for federal funding. Since these streets are primary snow routes some traffic calming elements are not allowed.

Neighborhood Connectors

Neighborhood connectors provide connections from local streets to urban thoroughfares and regional corridors by vehicle, bus, bicycle and on foot. In the study area these streets are classified as collectors and serve 1,500-7,500 vpd with 1-2 lanes in each direction. These streets are the same width as urban thoroughfares but major intersections are typically controlled by stop signs and pedestrian crossings are not controlled by traffic signals. Improvement to these streets are eligible for federal funding. They are maintained as secondary snow routes and some traffic calming elements may require special exemptions.

Residential Streets

Residential streets provide connections from housing and parking to other residential streets and neighborhood connectors by vehicle, bicycle and on foot. In the study area these streets are classified as local roads and serve 1,000 to 4,500 vph with 1 lane in each direction. Intersections are controlled by 2-way and 4-way stop signs and speeds are typically lower than other typologies. Improvement to these streets are not eligible for federal funding. They are not maintained as snow routes which increases the types of traffic calming elements that can be installed.

Service Alleys

Service alleys provide connections to essential services, utilities and property access. In the study area, the service alleys are typically 15-20 feet wide and serve fewer than 500 vpd.

CROSSINGS
Crossing Tools

The tools identified for the different crossings are specific to improving awareness for Greenway users, slow vehicles down, address safety concerns, and create a better experience crossing the numerous streets in the corridor. Best practices and tools were evaluated and then identified at the crossing types based on where they would address issues, where they could be used based on roadway classification, snow routes, travel lanes, posted speeds, Annual Average Daily Traffic (AADT), and other features. The tools are briefly explained below and on the following page.

In addition to the tools, all crossings need to be upgraded for accessibility. The Americans with Disabilities Act (ADA) provides regulations for the installation of new or reconstructed pedestrian facilities which will allow accessible path of travel for all users. ADA compliant facilities should include flat sidewalk and landing areas with a smooth transition between the sidewalk and the crosswalk. This should also include other safety elements such as detectable warning surfaces (also referred to as truncated domes) to warn all users of a transition into a potentially unsafe space.

* See Appendix C - Community-Led Design for more information

Corridor Crossings	Typology #1	Typology #2	Typology #3	Typology #4	Typology #5
Character Based Typology	Regional Corridors	Urban Thoroughfares	Neighborhood Connectors	Residential Streets	Service Alleys
Number of Crossings Within Study Area	2	3	5	15	6
Roadway Classification	Principal Arterial	Minor Arterial	Collector	Local Street	Alley
Snow Route	Primary	Primary	Secondary	N/A	N/A
Roadway Width	70'-75'	36'-60'	36'-57'	36'	15'-20'
Number of Travel Lanes (Total)	6	2-4	2-4	2	1
Posted Speed	35	25-30	30	25-30	15
AADT	10,000-24,000	4,000-10,000	1,500-7,500	1,000-4,500	<500
AADT per lane	>2,000	2,500-5,000	1,000-3,500	500-2,250	
Existing Traffic Control at Hodiament	Signalized	Signalized	None	None	None
Proposed Traffic Control at Hodiament	Signalized with Painted Crossing	Signalized with Painted Crossing	RRFB with Painted Crossing	Painted Crossing and signage	



Limited Speeds | Signage
Speed is a major factor in vehicular crashes. Reducing vehicle speeds can greatly decrease the severity of injuries to bicyclist and pedestrians involved in crashes. Reducing the posted speeds and providing regulatory signage where possible near crossings may reduce the likelihood that a crash will occur. Signage should be highly visible and unobstructed from the view of motorists.



Narrowed Lanes | Road Diet
The number and width of lanes on a given roadway can drastically impact safety for those using non-motorized means of travel. The number of lanes and/or narrowing lanes and overall street widths provides safer, shorter crossings for pedestrians and can have a significant effect on reducing travel speeds. The provision of a road diet also repurposes vehicular spaces for facilities that support other modes such as bicycle lanes, wider sidewalks, and curb extensions.



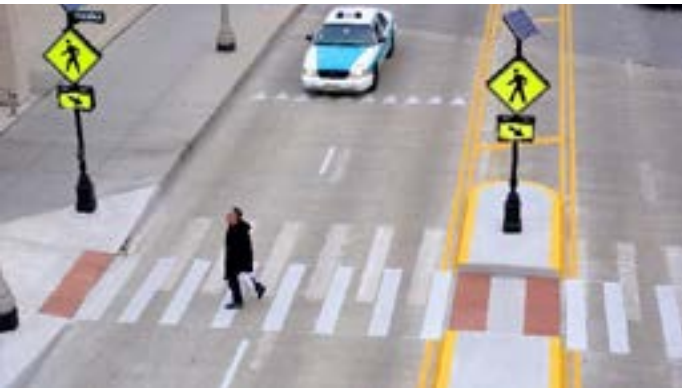
Improved | Signalized Crossings
The safety of a pedestrian or bicycle crossing can be influenced by providing more vulnerable users with some control of motorist's actions and priority movements at intersections. Improved signalization can provide this control and drastically increase safety at crossing points. Leading pedestrian intervals and pedestrian only phases can be also used at traditional traffic signals to increase safety for pedestrians. Dedicated pedestrian signals, like pedestrian hybrid beacons, can be used at mid-block crossings.



Improved | Advanced Warning Signage
Safety for pedestrians and cyclist crossing a roadway is often be determined by a motorist's ability to understand the potential conflict well in advance of the crossing. Advanced signing and traffic calming elements – such as dedicated crossing signage – are critical to alert motorists and provide vertical visual cues for crossings. These signage elements should be combined with other traffic calming measures such as pedestrian refuges, landscaping, warning rumbles, and other placemaking elements.

CROSSINGS

Crossing Tools



High Visibility Crossings | Crosswalks
Safety can also be influenced with strategies that provide increased visibility in advance of the crossing. By improving the design, configuration, and signage at important crossings and utilizing high-visibility crosswalks, motorists will be more aware of potential conflicts and reaction time will be reduced, resulting in fewer crashes. High-visibility crosswalks at intersections and mid-blocks also provide clear space for pedestrians and cyclists and influence safer crossing patterns.



Raised | Elevated Crossings
To augment safety at important street crossings, a raised pedestrian crossing (sometimes referred to as a speed table) can be utilized to increase visibility for pedestrians and cyclists by making them more prominent in the motorist's field of vision and encourage yielding at crossing points. Raised pedestrian crossings can also provide other benefits such as traffic calming, speed reduction, and placemaking.



Raised | Elevated Intersections
To improve safety for pedestrians and cyclists at major intersections, a raised intersection (sometimes referred to as a speed table) can be utilized to calm traffic and increase visibility at crossings. In this situation, the entire intersection is raised to elevate all four crossings and position pedestrians and cyclists more prominently in the motorist's field of vision. Raised crossings should be combined with high-visibility crosswalks and other safety tools to create a sense of place.



Extended Curbs | Bump Outs
The design of the curb line at intersections can increase safety and enhance walkability. Curb extensions (also known as bump outs) narrow the roadway to create shorter crossings for pedestrians and provide a constriction point for vehicles, resulting in lower speeds. With care taken to preserve motorists' sight lines, curb extensions can improve views of crossing traffic for people walking and biking. When combined with other placemaking features such as signage, branding, public art, and rain gardens or other landscaping, curb extensions can also create neighborhood gateways.



Splitter/Crossing | Crossing Islands
Crossing islands (sometimes referred to as a pedestrian refuge or splitter island) provide a constriction point for vehicles at major intersections or mid-block areas and can help to reduce vehicle speeds and increase safety for pedestrians and cyclists. Crossing islands create safe, refuge areas for pedestrians and split long crossings into manageable segments. Refuge areas can also include signage, landscaping, and other placemaking elements.



Improved | Painted Crosswalks
In addition to using high-visibility crosswalk markings, additional paint and color can also be added to increase visibility and safety for pedestrians and cyclists. This tool can also provide placemaking benefits for the community by using colorful elements and patterns that reflect community brand and identity or special events and holidays. Painted crosswalks should be utilized in combination with other vertical elements like bollards and lighting in order to draw motorist's attention to crossing movements.



Improved | Enhanced Lighting
Lighting is critical to safety and security in neighborhoods, on streets, and at crossings. By providing improved lighting at intersections, we can improve nighttime visibility for pedestrians and cyclists in the crossing and reduce the likelihood of nighttime collisions. Lighting can also include other placemaking elements such as wayfinding, branding, identity, and information that is critical to neighbors and Greenway users.



Speed Humps | Bumps
Speed humps (also referred to as speed bumps) are vertical traffic calming devices intended to slow motorists, increase safety for pedestrians, and calm traffic. Speed humps support traffic calming by slowing vehicle speeds in advance of crossings and providing pedestrians and cyclists with more time to respond to potential conflicts. When combined with vertical signage, speed humps can drastically reduce injuries and increase safety.

CROSSINGS

Regional Corridors

Given the characteristics of these streets, they are wide, higher speeds, and generally not deemed walkable by the community. There are higher crash rates on these streets and they can be intimidating to maneuver for users. Traffic calming tools at these locations focus on narrowing the road or lanes in any way possible, through road diets, center medians with pedestrian refuge, and/or narrowing lane widths. The roadway narrowing provides shortened distances for people to cross the street and can provide an opportunity to stop or slow vehicles down. Partnering roadway narrowing with traffic signal improvements and high visibility crosswalks, signage, some type of vertical barrier, and enhanced lighting will raise awareness for the crossing and enhance the experience. Given the importance of these regional corridors for employment centers and regional connectivity, not much else can be done between the curbs. All these tools should follow city standards and National Association of City Transportation Officials (NACTO) guidelines for design.

Regional corridor tools for consideration:

- Narrowed lanes | road diet
- Improved | signalized crossings
- High visibility crossings | crosswalks
- Splitter/Crossing | crossing islands
- Improved | advanced warning signage
- Improved | enhanced lighting (emergency and street and sidewalk)
- Vertical barrier

* See Appendix C - Community-Led Design for more information



Regional corridors that cross the Greenway on the Hodiamont Tracks

- Kingshighway Boulevard

CROSSINGS

Urban Thoroughfares

Urban thoroughfares connect districts and schools and serve all modes; however, generally have fewer lanes, lower posted speeds, and less vehicular traffic than regional corridors. Many urban thoroughfares are over capacity or have wide lanes and on-street parking, which is the recipe for speeding and causing safety concerns for pedestrians and cyclists. Traffic calming tools at these locations focus on narrowing lanes and crossing distances, slowing down speeds, and overall raising awareness for Greenway crossings. Narrowing the lanes, adding curb extensions, using splitter islands, and/or crossing islands will all help to naturally slow vehicles at the crossing even if it is not signalized. Partnering these ideas with high visibility crosswalks, painting, signage, some type of vertical barrier, and enhanced lighting will help bring awareness for drivers that there is a Greenway crossing and to be prepared to slow down. Where curb extensions are anticipated, different methods can be used for implementation where there are concerns for flooding; these could include changing curbs, pin down curbs, and other rain garden concepts. All these tools should follow city standards and NACTO guidelines for design.

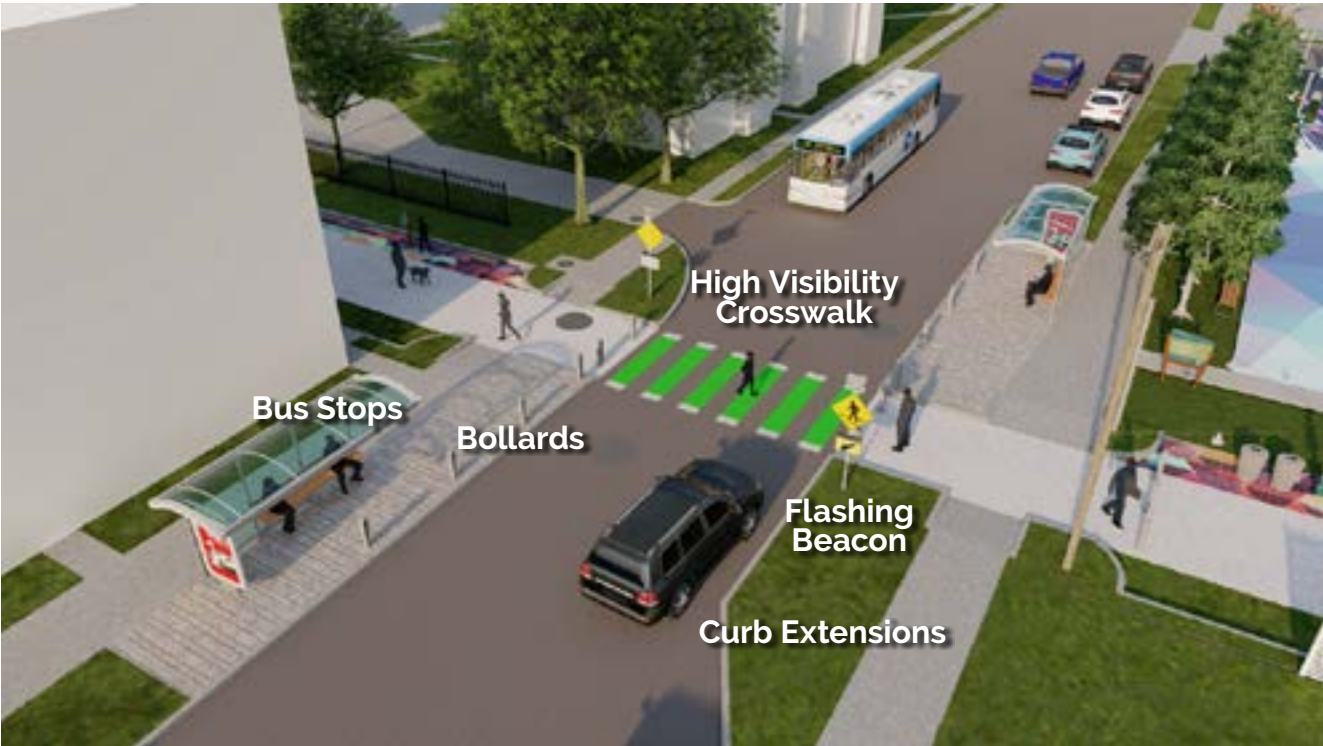
Urban thoroughfare tools for consideration:

- Limited speeds | signage
- Narrowed lanes | road diet (focus on narrowing)
- Improved | signalized crossings
- High visibility crossings | crosswalks
- Extended curbs | bump outs
- Splitter/Crossing | crossing islands
- Improved | painted crosswalks
- Improved | advanced warning signage
- Improved | enhanced lighting (emergency and street and sidewalk)
- Vertical barrier

Urban thoroughfares that cross the Greenway on the Hodiamont Tracks

- Goodfellow Boulevard
- Union Boulevard
- Vandeventer Boulevard

* See Appendix C - Community-Led Design for more information



CROSSINGS

Neighborhood Connectors

Neighborhood corridors connect local streets, neighborhoods, homes, and key destinations, though they are slower and have fewer vehicles than urban thoroughfares. This means that these streets have similar capacity as Urban Thoroughfares without traffic signals. The excess capacity of these roads causes safety concerns for walkers and bikers, meaning traffic calming along these streets is vital to slowing cars down and increasing awareness of other users. With these streets still being eligible for federal funding, opportunities to slow cars down and make improvements beyond just the Greenway crossing will really help to raise awareness and safety. These are perfect corridors to recommend reductions in posted speed limits. Pairing reduced speed limits with lane narrowing, rapid rectangular flashing beacons (RRFB's), and other traffic calming tools could cause these corridors to become key destinations for users north/south beyond the Greenway as well. Curb extensions and raised intersections or crosswalks are highly recommended, as the horizontal and vertical deflection will be important to slowing cars. Painted crosswalks along neighborhood connectors can really help connect the place and surrounding culture with the street. Where curb extensions are anticipated, different methods can be used for implementation where there are concerns for flooding; these could include changing curbs, pin down curbs, and other rain garden concepts. All these tools should follow city standards and NACTO guidelines for design.

Neighborhood connector tools for consideration:

- Limited speeds | signage
- Narrowed lanes | road diet (focus on narrowing)
- Improved | signalized crossings (with focus on improved or new RRFB
- High visibility crossings | crosswalks
- Extended curbs | bump outs
- Raised | elevated crossing
- Speed humps | bumps
- Raised | elevated intersection
- Splitter/Crossing | crossing islands
- Improved | painted crosswalks
- Improved | enhanced lighting (emergency and street and sidewalk)
- Vertical barrier

* See Appendix C - Community-Led Design for more information



Neighborhood connectors that cross the Greenway on the Hodiament Tracks

- Hodiament Avenue
- Hamilton Avenue
- Taylor Avenue
- Newstead Avenue
- Sarah Street

CROSSINGS

Residential Streets

Most of the streets crossing the Greenway location on the Hodiament Tracks are residential streets that directly serve neighborhoods and provide access to homes. Most significant to note for these streets is that they are not eligible for federal funding, so any and all improvements on them need to be done with local dollars; which is also important to keep in mind for long term maintenance and operations of these crossings. Like neighborhood connectors, these streets have excess capacity and the focus should be on slowing cars down through potential speed limit reductions and traffic calming through horizontal and vertical deflection. There may also be a precedent set that at all crossings with residential streets, there are stop signs installed to get vehicles used to stopping at these locations in addition to the traffic calming. While stop signs are hard to enforce, it is one more tool to raise awareness for the Greenway. Where curb extensions are anticipated, different methods can be used for implementation where there are concerns for flooding; these could include changing curbs, pin down curbs, and other rain garden concepts. All these tools should follow city standards and NACTO guidelines for design.

Residential street tools for consideration:

- Limited speeds | signage
- Narrowed lanes | road diet (focus on narrowing)
- Stop signs
- High visibility crossings | crosswalks
- Extended curbs | bump outs
- Raised | elevated crossing
- Speed humps | bumps
- Rumble strips | texturized materials
- Raised | elevated intersection
- Splitter/Crossing | crossing islands
- Improved | painted crosswalks
- Improved | enhanced lighting (emergency and street and sidewalk)
- Vertical barrier

*** See Appendix C - Community-Led Design for more information**

Residential streets that cross the Greenway on the Hodiament Tracks

- | | | |
|--------------------|------------------|--------------------|
| • Catalpa Street | • Cabanne Avenue | • Walton Avenue |
| • Belt Avenue | • Cates Avenue | • Marcus Avenue |
| • Clarendon Avenue | • Aubert Avenue | • Kensington Place |
| • Academy Avenue | • Euclid Avenue | • Pendleton Avenue |
| • Raymond Avenue | • Bayard Avenue | • Whittier Street |



CROSSINGS

Service Alleys

There are a couple places where service alleys cross the Greenway. These alleys are hard to maintain over time and improvements should consider operations and maintenance. Given the nature of these minimal crossings and the expectations from drivers and Greenway users, these crossings should be designed as residential street crossings and additional tools should be considered that provide safety for all users in any of the areas of intervention, along with long-term operations and maintenance strategies.

Service alleys tools for consideration:

- Limited speeds | signage
- Narrowed lanes | road diet (focus on narrowing)
- Stop signs
- High visibility crossings | crosswalks
- Extended curbs | bump outs
- Raised | elevated crossing
- Speed humps | bumps
- Raised | elevated intersection
- Splitter/Crossing | crossing islands
- Improved | painted crosswalks
- Improved | enhanced lighting (emergency and street and sidewalk)
- Vertical barrier



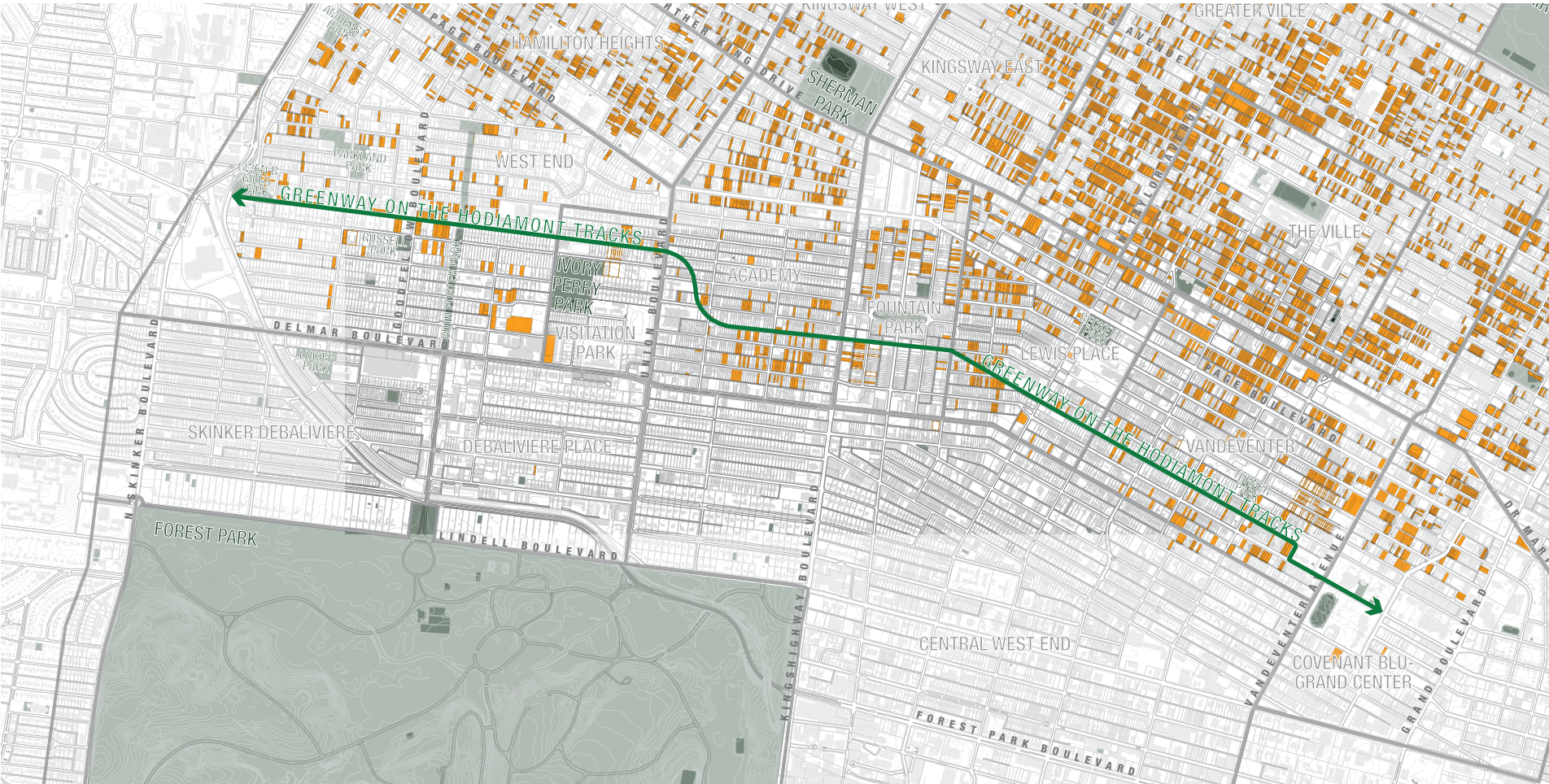
* See Appendix C - Community-Led Design for more information

VACANT LAND STRATEGIES

Overview

The greatest density of City-Owned vacant parcels within the Concept Plan area lies to the north and east of the Hodiamont Tracks, with a regular frequency along the Tracks themselves. Vacant parcels will play a key role in fulfilling the community vision for assets along the corridor. The parcels shown do not represent all vacant lots and structures in the City of Saint Louis, but give an indication of overall vacancy patterns. In addition, only city-owned parcels were inventoried because those can be influenced directly as an outcome of this project in partnership between GRG and Saint Louis City.

- * See Appendix B - Existing Conditions and Analysis for more information
- * See Appendix C - Community-Led Design for the full process



MAP LEGEND

CITY-OWNED PARCEL

VACANT LAND STRATEGIES

Opportunities

It is anticipated that a Greenway developed in this corridor could be a catalyst for infill redevelopment, but it is recognized that the Greenway project itself does not have the charge to influence vacant parcels beyond the potential for public open space or parks that are aligned with the Great Rivers Greenway mission.

The Concept Plan has developed some guidelines for what the Greenway can and cannot do in relation to Vacant Land:

- The Greenway **can** build a multipurpose plaza space
- The Greenway **can** encourage positive activities like birthday parties and community meetings
- The Greenway **can** be a space where partners host events like arts festivals
- The Greenway **cannot** redevelop vacant property for residential or commercial uses

**** Communities define themselves through the activities and projects that take place within them**

Through the course of the project, the community and project team have identified additional support potentials for vacant parcels along and in the vicinity of the corridor that could supplement the positive movement spurred by the Greenway.

Opportunities that vacant land provides today and tomorrow:

- Affordable Housing
- Senior Living
- Parks
- Open Spaces
- Community Facilities
- Arts / Entertainment
- Market-rate Housing
- Community Gardens
- Learning Centers
- Cultural Events / Organizations
- Small Businesses
- Healthcare
- Civic Offices
- Neighborhood Organizations

****Using vacant properties can build a framework for community development across the entire corridor.**

*** See Appendix C - Community-Led Design for more information**



MAP LEGEND

- More stabilized residential areas with good connections to the Greenway, more historic resources, and more small scale infill.
- Transforming residential areas with limited connectivity to the Greenway, mixed types of resources, and the need for more infill/ block by block redevelopment of scale.
- Inconsistent stability and resources with good connectivity and need for a variety of development types and scales.

VACANT LAND STRATEGIES
Opportunities - Western Section



VACANT LAND STRATEGIES

Opportunities - Eastern Section



VACANT LAND STRATEGIES

Process



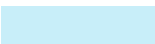






Several vacant parcels identified within the Concept Plan area are attractive candidates for use as allied public open space projects alongside Greenway development. These candidate parcels are immediately connected to the Greenway corridor and represent some of the best opportunities to include elements that address the community-developed project goals. Through a series of analyses, considering the project goals, as well as geographic distribution and size variation, three preferred vacant parcel sites were identified to be designed as Model Sites for inclusion in the Concept Plan. From active recreation and play, to small performances and community gatherings of all types, to public art and natural landscapes, the variety of proposed program elements and amenities are aimed to appeal to a broad range of users...people of all ages, abilities and interests should find something to draw them to the Greenway.

At Community Advisory Committee (CAC) Meeting #4 in May 2021, breakout groups of CAC members joined members of the project team in virtual work sessions to suggest concepts for the three Model Sites, described on the following pages.

* See Appendix C - Community-Led Design for more information



MAP LEGEND

-  CITY-OWNED PARCEL | MODEL SITE OPPORUTNITY
-  CITY-OWNED PARCEL | PLANNED FOR DEVELOPMENT
-  INSTITUTION
-  COMMERCIAL DISTRICT
-  PARK
-  MODEL SITE CANDIDATES
-  METRO LINE
-  BUS LINE
-  SHARED-USE BIKE PATH / GREENWAY

VACANT LAND STRATEGIES

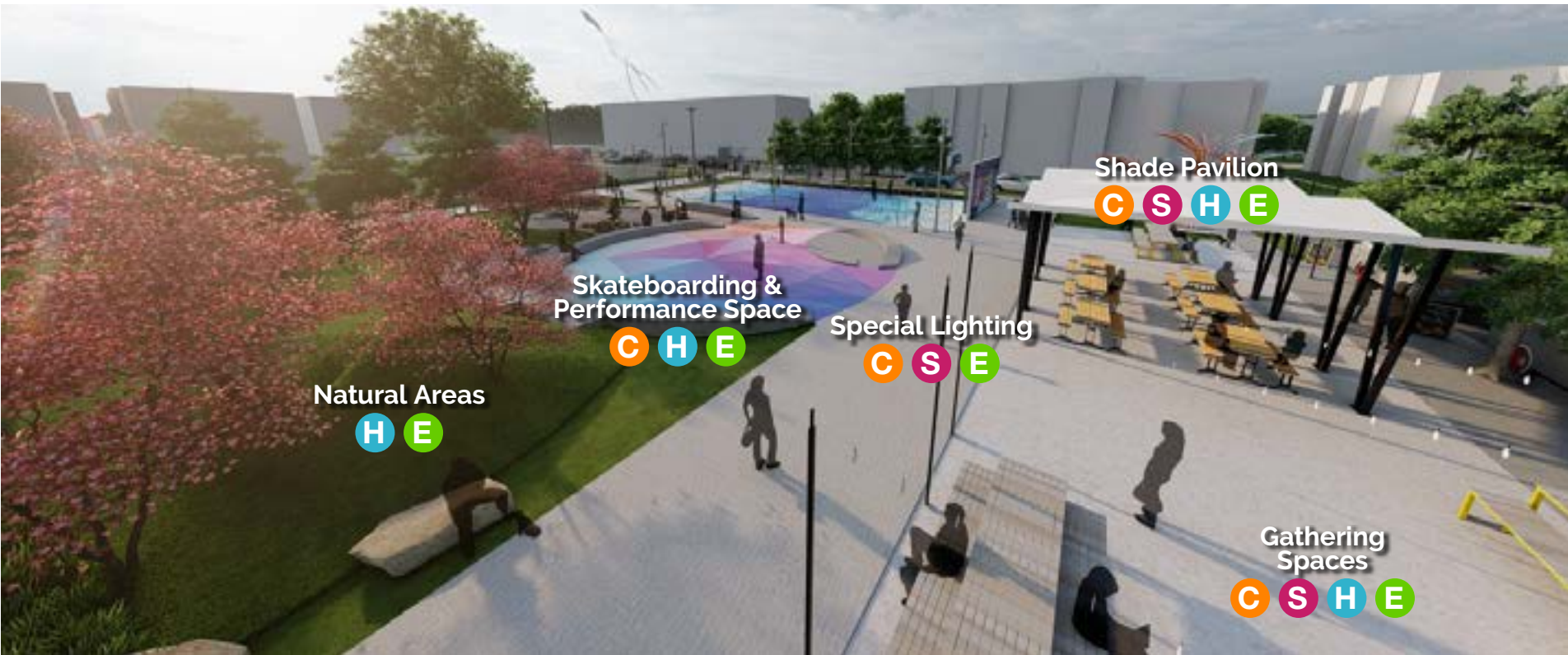
West Model Site

The West Model Site is located at Goodfellow Boulevard and the Hodiamont Tracks. The project site, at approximately 1 acre, is the largest of the three Model Sites, allowing it to support a wide variety of program elements and activities. The result is a neighborhood park that aims to appeal to neighbors and visitors of all ages, abilities, and interests. Gathering spaces, art, performance, play, active recreation, and natural areas highlight some of the program elements shown on the CAC-designed plan on this page. The project team used this plan as the basis of the Concept Plan design, depicted on the following pages.

* See Appendix C - Community-Led Design for more information

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT





Art & Neighborhood Gateway
C E

Table Games
C H E

Insta-Magnet (Mural Wall)
C E

Shade Pavilion
C S H E

Gathering Spaces
C S H E

BBQ Grills
C E

Skateboarding & Performance Space
C H E

Lighting
S E

Play Areas
C H E

Multisport Court
H E

Greenway
C G S H E

Natural Areas
H E

Natural Areas
H E

Dog Park
C H E

PROJECT GOALS

- C CELEBRATE COMMUNITY AND CULTURE
- G FACILITATE SOCIOECONOMIC GROWTH
- S PROMOTE SAFETY, SECURITY AND ACCESS
- H ADVOCATE HEALTH AND WELLNESS
- E ENHANCE THE ENVIRONMENT

VACANT LAND STRATEGIES

Central Model Site

The Central Model Site is located at Cates Avenue and the Hodiament Tracks. The 1/2 acre project site is already partially occupied by a community garden. CAC members from the surrounding neighborhoods were keen to expand upon the garden in order to create a space emphasizing community health and wellness. As shown on the CAC-designed plan on this page, gathering, healing, education, and performance spaces complement expanded community garden and orchard areas, while restrooms, garden tool storage, and food vending spaces provide additional program support.

* See Appendix C - Community-Led Design for more information

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT





Expanded Community
Gardens

C H E

Toolshed &
Greenhouse

G S H E

Gathering Spaces

C H E

Restrooms

S H E

Food Vending

C G E

Performance,
Classroom &
Meditation Space

C G H E

Lawn & Table Games

C H E

Neighborhood
Message Board

C G H E

Art & Neighborhood
Gateway

C E

Lighting

S

Orchard

C G H E

Nature Play

C H E

Greenway

C G S H E

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT

VACANT LAND STRATEGIES

East Model Site

The East Model Site is located at Sarah Street and the Hodiament Tracks. The 1/4 acre project site is caddy-corner from Turner Park, and CAC members from the surrounding neighborhoods envisioned a site program that would complement the existing park. As shown on the CAC-designed plan on this page, small-scale gathering, performance, and play spaces occupy most of the site, while landscaped areas define park edges and pathways and a plaza provide a new gateway to the neighborhood.

* See Appendix C - Community-Led Design for more information

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT





Art & Neighborhood Gateway
C E

Multi-Use Furnishings
C H E

Performance Space
C G H E

Buffer Planting
E

Nature Play
C H E

Universal Access Play
C H E

Community Art & Interpretive History Opportunities
C E

Greenway & Neighborhood Connector
C G S H E

- PROJECT GOALS
- C CELEBRATE COMMUNITY AND CULTURE
 - G FACILITATE SOCIOECONOMIC GROWTH
 - S PROMOTE SAFETY, SECURITY AND ACCESS
 - H ADVOCATE HEALTH AND WELLNESS
 - E ENHANCE THE ENVIRONMENT

STUDY AREAS

Overview



LEGEND		
STREET TYPOLOGIES		
—	REGIONAL CORRIDOR	
—	URBAN THOROUGHFARE	
—	NEIGHBORHOOD CONNECTOR	
—	RESIDENTIAL STREET	
—	ALLEY	
RIGHT OF WAY (ROW) JURISDICTIONS		
SINGLE JURISDICTION ROW		
—	25' BI-STATE ROW	
—	30' BI-STATE ROW	
—	34' BI-STATE ROW	
—	40' BI-STATE ROW	
DUAL JURISDICTION ROW		
—	15' CITY ALLEY	
—	20' CITY ALLEY	
—	24' CITY ALLEY	
—	20' TRACKS BI-STATE ROW	
—	30' TRACKS BI-STATE ROW	
—	40' TRACKS BI-STATE ROW	

In order to demonstrate how the three Greenway components (corridors, crossings and model sites) combine to form a Greenway, the project team identified four study areas along the corridor which represented a comprehensive range of conditions and characteristics encountered along the 3.5 mile length of the Hodiamont Tracks. By designing typical solutions that address the challenges and opportunities presented by these selected study areas, the Concept Plan proposes that the preferred designs can be adapted to other areas which share similar characteristics.

The process of selecting study areas considered Right of Way conditions, corridor widths, mobility networks, traffic and speeds, walkability, and crossing types, as well as geographic distribution along the Hodiamont Tracks. Based on these factors, four study areas were chosen: Hamilton-Goodfellow, Kingshighway (Academy to Aubert), Sarah, and Enright (crossing Vandeventer to the proposed Brickline Greenway at Spring Avenue).

*** See Appendix C - Community-Led Design for more information**

STUDY AREAS
Hamilton-Goodfellow

The Hamilton-Goodfellow study area extends about 1/3 mile along a single-jurisdiction length of corridor in the West End neighborhood. This area includes key connections to Russell and Parkland Parks, two street crossings, and the West Model Site. The images on the following pages illustrate proposed concept design for the Greenway, highlighting key elements that contribute to addressing the community’s project goals.

* See Appendix C - Community-Led Design for more information



Greenway Concept Plan - Hamilton-Goodfellow Study Area Location



Existing Conditions

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT



Corridor - Single Jurisdiction (Preferred Corridor Design 1)



Lighting &
Cameras

S

Boundaries & Screening

C S E

Neighborhood
Message Board

C G H E

Neighborhood
Connections

C G S H E

Greenway Amenities

H E

Greenway Identity,
Community Art &
Interpretive History
Opportunities

C E

Expanded
Greenspace

H E

12 ft wide Paved Trail

C G S H E

PROJECT GOALS

- C CELEBRATE COMMUNITY AND CULTURE
- G FACILITATE SOCIOECONOMIC GROWTH
- S PROMOTE SAFETY, SECURITY AND ACCESS
- H ADVOCATE HEALTH AND WELLNESS
- E ENHANCE THE ENVIRONMENT



- PROJECT GOALS
- C** CELEBRATE COMMUNITY AND CULTURE
 - G** FACILITATE SOCIOECONOMIC GROWTH
 - S** PROMOTE SAFETY, SECURITY AND ACCESS
 - H** ADVOCATE HEALTH AND WELLNESS
 - E** ENHANCE THE ENVIRONMENT

Boundaries & Visibility
S

Greenway Signage
S E

Crossing Upgrades
S

Low Native Plantings
E

Greenway Identity, Community Art & Interpretive History Opportunities
C E

Skateboarding Features
C H E

12 ft wide Paved Trail
C G S H E

STUDY AREAS
Kingshighway

The Kingshighway study area is a 1/3 mile section crossing Academy Avenue, Kingshighway Boulevard, and Aubert Avenue. West of Kingshighway, it is a dual-jurisdiction corridor, switching to single-jurisdiction on the east. This segment bridges the Academy-Sherman Park and Fountain Park neighborhoods. The Kingshighway crossing poses some of the project’s greatest challenges, but also presents a great opportunity for positive impact. The images on the following pages illustrate proposed concept design for the Greenway, highlighting key elements that contribute to addressing the community’s project goals.

* See Appendix C - Community-Led Design for more information



Existing Conditions

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT



Corridor - Dual Jurisdiction (Preferred Corridor Design 1)

PREFERRED DESIGN 1 - WIDE GREENWAY

Shade Trees

E

Lighting &
Cameras

S

Residential
Access

C G S H E

Separated
Alley Access

S

Low Native
Plantings

E

Boundaries &
Screening

C S E

16 ft wide Alleys

S

16 ft wide Alleys

S

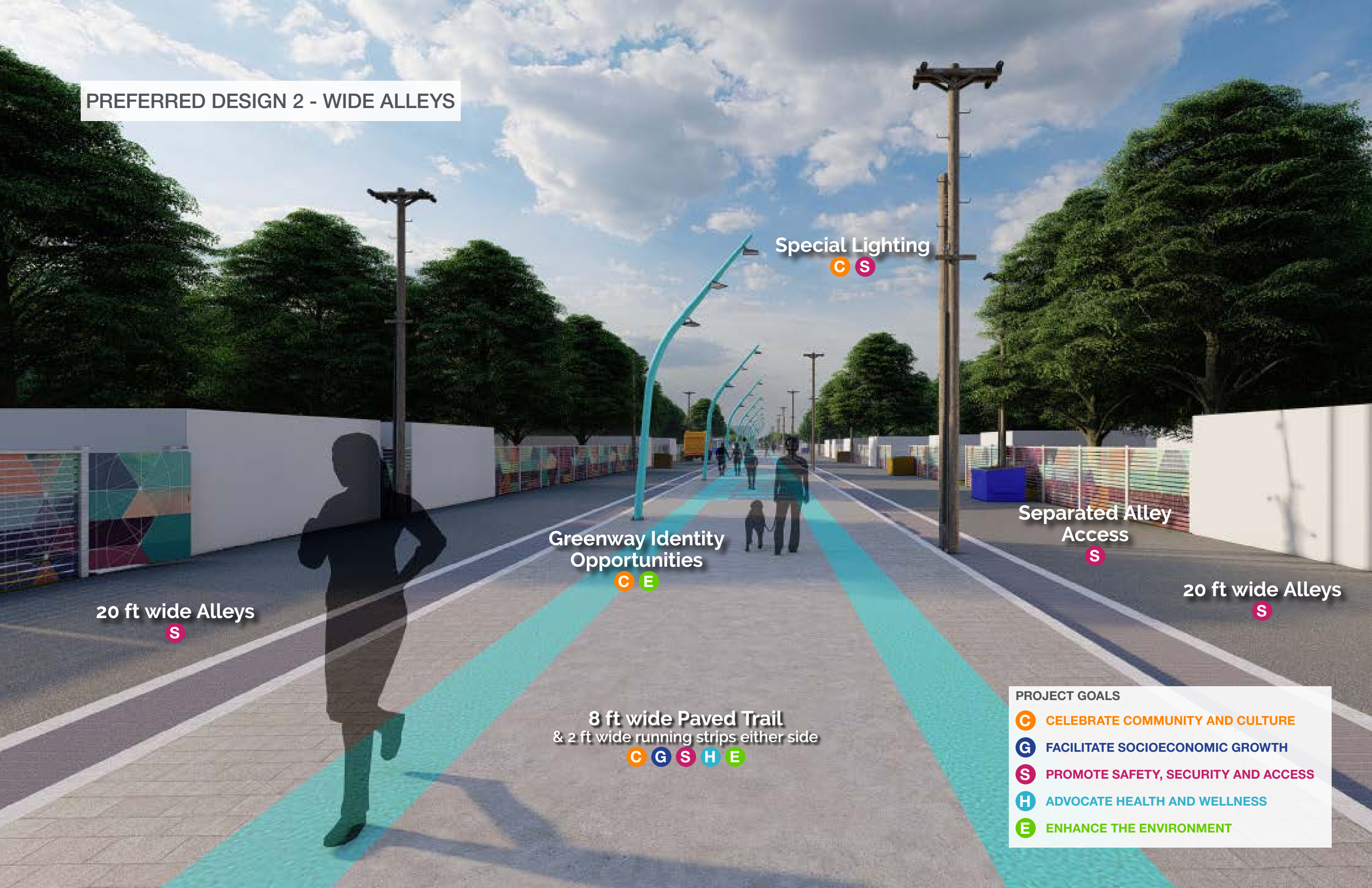
12 ft wide Paved Trail

C G S H E

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT

PREFERRED DESIGN 2 - WIDE ALLEYS



Special Lighting
C S

Greenway Identity Opportunities
C E

Separated Alley Access
S

20 ft wide Alleys
S

20 ft wide Alleys
S

8 ft wide Paved Trail
& 2 ft wide running strips either side
C G S H E

PROJECT GOALS

- C CELEBRATE COMMUNITY AND CULTURE
- G FACILITATE SOCIOECONOMIC GROWTH
- S PROMOTE SAFETY, SECURITY AND ACCESS
- H ADVOCATE HEALTH AND WELLNESS
- E ENHANCE THE ENVIRONMENT

STUDY AREAS

Sarah

The Sarah study area is a 1/4 mile segment of the Hodiamont Tracks flanking Sarah Street in the Vandeventer neighborhood. It is composed of dual-jurisdiction corridor, switching to single-jurisdiction on the east. This area includes a connection to Turner Park as well as the East Model Site. The images on the following pages illustrate proposed concept design for the Greenway, highlighting key elements that contribute to addressing the community’s project goals.

* See Appendix C - Community-Led Design for more information



Greenway Concept Plan



Existing Conditions

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT



Corridor - Dual Jurisdiction (Preferred Corridor Design 1)

PREFERRED DESIGN 2 - WIDE ALLEYS

- PROJECT GOALS
- C CELEBRATE COMMUNITY AND CULTURE
 - G FACILITATE SOCIOECONOMIC GROWTH
 - S PROMOTE SAFETY, SECURITY AND ACCESS
 - H ADVOCATE HEALTH AND WELLNESS
 - E ENHANCE THE ENVIRONMENT

Residential
Access
C G S H E

20 ft wide Alleys
S

Tall 10" Curbs
S

Special Lighting
C S

Separated Alley
Access
S

20 ft wide Alleys
S

Tall 10" Curbs
S

8 ft wide Paved Trail
& 2 ft wide running strips either side
C G S H E

- PROJECT GOALS
- C CELEBRATE COMMUNITY AND CULTURE
 - G FACILITATE SOCIOECONOMIC GROWTH
 - S PROMOTE SAFETY, SECURITY AND ACCESS
 - H ADVOCATE HEALTH AND WELLNESS
 - E ENHANCE THE ENVIRONMENT

Vacant Land Site
Opportunity
C G S H E

Separated
Alley Access
S

Bollards
S

Speed
Table
S

Greenway
Amenities
H E

Low Native
Plantings
E

12 ft wide Paved Trail
C G S H E

STUDY AREAS

Enright

The Enright study area is a 1/3 mile segment extending from Pamoja Academy, west of Vandeventer Avenue, to Spring Avenue, where it will join with the proposed Brickline Greenway. In this section, the Greenway departs from the Hodiamont Tracks to follow Enright Avenue, within the public street Right of Way. The proposed concept design is similar to that of the Centennial Greenway along Forsyth Boulevard on the campus of Washington University, with sidewalk and Greenway separated from each other and from the adjacent street. This segment also features an all-direction signalized crossing at Vandeventer Avenue. The images on the following pages illustrate proposed concept design for the Greenway, highlighting key elements that contribute to addressing the community’s project goals.

* See Appendix C - Community-Led Design for more information



Greenway Concept Plan



Existing Conditions

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT



Corridor - Dual Jurisdiction (Preferred Corridor Design 2)

- PROJECT GOALS
- C CELEBRATE COMMUNITY AND CULTURE
 - G FACILITATE SOCIOECONOMIC GROWTH
 - S PROMOTE SAFETY, SECURITY AND ACCESS
 - H ADVOCATE HEALTH AND WELLNESS
 - E ENHANCE THE ENVIRONMENT



Lighting
S

Shade Trees
E

Pamoja Academy

Expanded Area
for Greenway
C G S H E

School Drop-Off
Areas
C G S H E

Reduced Street
Width on Enright
S E



Greenway
Signage

S E

Litter &
Recycling

E

Curb Extension

S E

All-Direction
Signalized
Crossing

S

Bollards

S

PROJECT GOALS

- C** CELEBRATE COMMUNITY AND CULTURE
- G** FACILITATE SOCIOECONOMIC GROWTH
- S** PROMOTE SAFETY, SECURITY AND ACCESS
- H** ADVOCATE HEALTH AND WELLNESS
- E** ENHANCE THE ENVIRONMENT



IMPLEMENTATION

The most common question received from the public regarding this proposed Greenway is, “When will this be built?” In an effort to consider next steps, the project team has developed recommendations for a phased-approach to implementation. Evaluation of potential phasing strategies considered how each approach might address the project goals with an emphasis on aspects of implementation most requested by the public - safety, identity, ongoing maintenance, and continued functionality of utilities and services.

IMPLEMENTATION
Segment Plan



At 3.5 miles in length, it is not feasible to build the entire Greenway in one phase. Rather, construction complexities and costs favor a phased approach to building the Greenway. The plan on this page depicts the Greenway divided into five segments of approximately one mile or less. Each of these segments have particular features and characteristics that help to define their geography. Each segment has the potential to be split into smaller segments, or to be joined with an adjacent segment for phasing.

The five proposed Greenway segments are described below and form the basis of the Evaluation Scorecard on the following page:

Segment 1 - Gwen Giles Park to St. Vincent Greenway
0.68 miles long; connects to the St. Vincent Greenway; all single jurisdiction corridor; crosses Hamilton Ave. and Goodfellow Blvd.; touches the West Model Site

Segment 2 - St. Vincent Greenway to Clarendon Avenue
0.85 miles long; connects to the St. Vincent Greenway; all single jurisdiction corridor; crosses Union Blvd.; touches the Central Model Site

Segment 3 - Clarendon Avenue to Taylor Avenue
1.03 miles long; 40:60 dual to single jurisdiction corridor; crosses Kingshigway Blvd.

Segment 4 - Taylor Avenue to Enright Avenue
0.91 miles long; all dual jurisdiction corridor; crosses Newstead Ave. and Sarah St.; touches the East Model Site

Segment 5 - Enright Avenue to Spring Avenue
0.33 miles long; connects to the proposed Brickline Greenway; all street Right of Way corridor; crosses Vandeventer Ave.

IMPLEMENTATION

Greenway Segment Evaluation Scorecard

System priorities and budgets are certain to be influential factors in determining a phasing approach, to be approved by the Great Rivers Greenway Board of Directors. In order to further inform their decisions and provide recommendations with regard to prioritizing the order in which segment(s) might be implemented, the project team developed a scorecard to rate and rank the proposed Greenway segments, based upon how well each one might address the community’s goals and objectives.

Scoring Methodology

The project team defined a list of metrics for each project goal that could be correlated to specific objectives and quantitatively measured, producing a numeric **Value**. The values for each segment are compared to each other, resulting in a **Score** ranging from 0 to 5. Because some metrics may be deemed more important or impactful than others, the project team assigned a **Weight** from 1 to 5 for each metric, signifying its subjective importance, relative to the other metrics. The weight factor is then multiplied by the score to yield **Score+**, a weighted measure for each metric that considers the relative importance of each metric. For each project goal, these scores are averaged, and each of the five proposed Greenway segment is **Ranked** accordingly.

The **Goals Aggregate** combines the evaluations across all five project goals in order to determine the **Overall Average Score, Score+, and Rank** for each proposed Greenway segment.

While the Concept Plan does not include Greenway segment cost estimates, it is recognized that cost, as well as potential for positive impact factor heavily in decisions regarding implementation. With that in mind, a similar methodology as described above was employed to estimate the relative degree of difficulty vs. the potential for positive impact, resulting in a **Cost / Benefit Factor** for each proposed segment. This factor was added to each segment’s Goals Aggregate in order to arrive at an **Adjusted Score+** and **Adjusted Rank** at the scorecard’s bottom line.

* See Appendix D - Reference for the full Evaluation Scorecard

			1			2			3			4			5			
			Gwen Giles to St. Vincent 0.85 Miles			St. Vincent to Clarendon 0.85 Miles			Clarendon to Taylor 1.03 Miles			Taylor to Enright 0.91 Miles			Enright to Spring 0.33 Miles			
			Weight (1-5)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)
Celebrate Community and Culture																		
Number of cultural community assets within .25 mi					Cultivate relationships and connections	3.68	6	1.88	6.56	12	3.75	13.13	16	5.00	17.50	9	2.81	9.84
Number of landmarks or historic districts within .25 mi					Highlight history and culture	3.82	4	2.50	7.25	7	4.38	12.76	3	1.88	5.47	1	0.63	1.82
					Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	3.82	1	1.25	4.90	1	1.25	4.90	4	5.00	19.58	2	2.50	9.79
Number of primary and secondary schools within .25 mi					Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	3.82	1	1.25	4.90	1	1.25	4.90	4	5.00	19.58	2	2.50	9.79
Number of community anchor organizations and neighborhood associations					Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	4.62	4	4.00	17.67	5	5.00	22.08	2	2.00	8.83	1	1.00	4.42
Number of neighborhoods crossed/touching					Cultivate relationships and connections	3.17	1	1.67	5.28	3	5.00	15.83	3	5.00	15.83	2	3.33	10.56
					Highlight history and culture / Express neighborhood and community identity / Host performance, entertainment and celebration	3.17	1	1.67	5.28	3	5.00	15.83	3	5.00	15.83	2	3.33	10.56
Existing destinations within .5 mi					Highlight history and culture / Express neighborhood and community identity / Host performance, entertainment and celebration	4.62	1	2.50	11.04	2	5.00	22.08	2	5.00	22.08	1	2.50	11.04
Total						3.72		13.79	62.74		24.38	90.78		23.88	89.30		15.27	58.51
Average								2.30	8.79		4.06	15.13		3.98	14.88		2.86	9.75
Rank								5	5		1	1		2	2		4	4
Facilitate Socioeconomic Growth																		
					Encourage equitable housing and wealth-building while discouraging displacement	3.33	460	4.17	18.06	375	3.40	14.72	373	3.38	14.64	462	4.18	18.13
Household density within .25 mi					Encourage equitable housing and wealth-building while discouraging displacement	3.33	460	4.17	18.06	375	3.40	14.72	373	3.38	14.64	462	4.18	18.13
Number of primary and secondary schools within .25 mi					Partner with education and training providers	3.67	1	1.25	4.58	1	1.25	4.58	4	5.00	19.33	2	2.50	9.17
Number of post-secondary schools and training facilities within .25 mi					Partner with education and training providers	3.62	0	0.00	0.00	1	2.50	8.54	2	5.00	17.06	2	5.00	17.06
					Stimulate investment, development and employment opportunities / Support local commerce and small business	3.62	0	0.00	0.00	1	2.50	8.54	2	5.00	17.06	2	5.00	17.06
Number of major employers within .5 mi					Stimulate investment, development and employment opportunities / Support local commerce and small business	4.08	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	1	2.50	10.21
					Partner with education and training providers / Stimulate investment, development and employment opportunities	4.08	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	1	2.50	10.21
Number of services and non-profits within .5 mi					Stimulate investment, development and employment opportunities	4.25	8	1.54	6.54	8	1.54	6.54	26	5.00	21.25	4	0.77	3.27
					Stimulate investment, development and employment opportunities / Support local commerce and small business	4.25	8	1.54	6.54	8	1.54	6.54	26	5.00	21.25	4	0.77	3.27
Number of commercial properties within .25 mi					Stimulate investment, development and employment opportunities / Support local commerce and small business	3.58	44	0.49	1.71	78	0.87	3.03	310	3.44	12.06	450	5.00	17.58
					Partner with education and training providers / Stimulate investment, development and employment opportunities	3.58	44	0.49	1.71	78	0.87	3.03	310	3.44	12.06	450	5.00	17.58
Number of crossings that have communications/fiber					Stimulate investment, development and employment opportunities	2.82	1	5.00	14.58	1	5.00	14.58	1	5.00	14.58	0	0.00	0.00
					Stimulate investment, development and employment opportunities / Encourage equitable housing and wealth-building while discouraging displacement	2.82	1	5.00	14.58	1	5.00	14.58	1	5.00	14.58	0	0.00	0.00
Number of planned development parcels within .25 mi					Encourage equitable housing and wealth-building while discouraging displacement	3.68	1	0.09	0.32	8	0.74	2.99	8	0.74	2.99	54	5.00	17.56
					Expand transportation alternatives and linkages	3.68	1	0.09	0.32	8	0.74	2.99	8	0.74	2.99	54	5.00	17.56
Number of bus routes greenway crosses					Expand transportation alternatives and linkages	4.00	1	2.50	10.00	1	2.50	10.00	2	5.00	20.00	1	2.50	10.00
					Expand transportation alternatives and linkages	4.00	1	2.50	10.00	1	2.50	10.00	2	5.00	20.00	1	2.50	10.00
Number of light rail stops within .5 mi					Expand transportation alternatives and linkages	3.78	1	5.00	18.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
					Expand transportation alternatives and linkages	3.78	1	5.00	18.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
Number of links to existing greenways and bike routes					Expand transportation alternatives and linkages	3.82	1	2.50	9.79	2	5.00	19.58	1	2.50	9.79	0	0.00	0.00
					Expand transportation alternatives and linkages	3.82	1	2.50	9.79	2	5.00	19.58	1	2.50	9.79	0	0.00	0.00
Number of links to proposed greenways and bike routes					Expand transportation alternatives and linkages	3.58	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
					Stimulate investment, development and employment opportunities / Support local commerce and small business	3.58	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
Existing destinations within .5 mi					Stimulate investment, development and employment opportunities / Support local commerce and small business	4.25	1	2.50	10.63	2	5.00	21.25	2	5.00	21.25	2	5.00	21.25
Total						3.78		26.04	94.96		27.79	105.43		40.86	151.58		34.95	134.11
Average								1.93	7.30		2.14	8.11		3.88	11.66		2.69	10.32
Rank								5	5		4	4		2	2		3	3
Promote Safety, Security and Access																		
					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	3.67	35	1.70	6.23	40	1.94	7.12	103	5.00	19.33	30	1.46	5.34
Number of all crashes within 1 block of greenway					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	3.67	35	1.70	6.23	40	1.94	7.12	103	5.00	19.33	30	1.46	5.34
					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	3.67	35	1.70	6.23	40	1.94	7.12	103	5.00	19.33	30	1.46	5.34
Number of bike & ped crashes within 1 block of greenway					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	3.67	2	2.00	7.33	1	1.00	3.67	5	5.00	19.33	2	2.00	7.33
					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	3.67	2	2.00	7.33	1	1.00	3.67	5	5.00	19.33	2	2.00	7.33
Number of fatalities and disabling injuries within 1 block of greenway					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	4.08	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	1	5.00	20.42
					Design intersections and crossings according to current best practices / Designate access routes which safely accommodate all appropriate uses	4.08	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	1	5.00	20.42
Number of crossings that have communications/fiber at crossings					Develop a monitoring and security plan	2.82	1	5.00	14.58	1	5.00	14.58	1	5.00	14.58	0	0.00	0.00
					Develop a monitoring and security plan	2.82	1	5.00	14.58	1	5.00	14.58	1	5.00	14.58	0	0.00	0.00
Number of street crossings					Promote access	3.58	2	1.25	4.48	5	3.13	11.26	8	5.00	17.52	5	3.13	11.26
					Promote access	3.58	2	1.25	4.48	5	3.13	11.26	8	5.00	17.52	5	3.13	11.26
Long distances with sight distance concerns (estimated)					Ensure adequate visibility for greenway visitors, neighbors, and people driving / Develop a monitoring and security plan	3.75	1668	3.22	12.06	2594	5.00	18.75	1439	2.77	10.40	0	0.00	0.00
					Ensure adequate visibility for greenway visitors, neighbors, and people driving / Develop a monitoring and security plan	3.75	1	2.50	9.38	2	5.00	19.37	1	2.50	9.38	0	0.00	0.00
Number of links to existing greenways and bike routes					Promote access	3.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
					Promote access	3.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
Number of links to proposed greenways and bike routes					Promote access	3.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
					Promote access	3.75	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
Number of sidewalk gaps within .25 mi					Promote access (fewer is better)	3.68	14	3.44	10.62	16	3.22	9.94	35	1.11	3.43	45	0.00	0.00
					Promote access (fewer is better)	3.68	14	3.44	10.62	16	3.22	9.94	35	1.11	3.43	45	0.00	0.00
Number of bus routes greenway crosses					Promote access	3.78	1	2.50	9.38	1	2.50	9.38	2	5.00	18.75	2	5.00	18.75
					Promote access	3.78	1	2.50	9.38	1	2.50	9.38	2	5.00	18.75	2	5.00	18.75
Number of light rail stops within .5 mi					Promote access	3.67	1	5.00	18.33	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
					Promote access	3.67	1	5.00	18.33	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00
Total						3.61		26.61	92.39		26.79	93.38		31.38	111.12		16.58	63.04
Average								2.42	8.40		2.44	8.49		2.85	10.16		1.51	5.73
Rank								3	3		2	2		1	1		5	5

			1			2			3			4			5								
			Green Glies to St. Vincent 0.85 Miles Score Value			St. Vincent to Clarendon 0.85 Miles Score Value			Clarendon to Taylor 1.03 Miles Score Value			Taylor to Enright 0.91 Miles Score Value			Enright to Spring 0.33 Miles Score Value								
			Score+ (0-25)			Score+ (0-25)			Score+ (0-25)			Score+ (0-25)			Score+ (0-25)								
Other Goals			Objectives / Comments			Weight (1-5)																	
Advocate Health and Wellness																							
			Strengthen connections to wellness resources / Enable healing and restoration / Emphasize multi-generational participation and family atmosphere / Improve access to healthful food and daily essentials / Encourage play, exercise, fitness and sport			4.68			11 1.83 7.33			14 2.33 9.33			30 5.00 20.00			8 1.33 5.33			8 1.33 5.33		
Number of wellness community assets within .5 mi																							
			Encourage play, exercise, fitness and sport / Enable healing and restoration / Emphasize multi-generational participation and family atmosphere			4.68			1 2.50 10.21			2 5.00 20.42			1 2.50 10.21			0 0.00 0.00			1 2.50 10.21		
Number of links to existing greenways and bike routes																							
Number of links to proposed greenways and bike routes						3.75			0 0.00 0.00			0 0.00 0.00			0 0.00 0.00			0 0.00 0.00			1 5.00 18.75		
Number of existing community gardens within .25 mi						3.68			3 5.00 15.42			1 1.67 5.14			3 5.00 15.42			2 3.33 10.28			1 1.67 5.14		
Number of existing park amenities within .25 mile						3.33			9 4.09 13.64			9 4.09 13.64			3 1.36 4.55			11 5.00 16.67			5 2.27 7.50		
Number of child/senior care facilities within .25 mi						3.36			1 1.00 3.36			2 2.00 6.73			3 3.00 10.09			5 5.00 16.82			5 5.00 16.82		
			Total			3.60			14.42 49.96			15.09 55.25			16.86 60.26			14.87 49.10			17.77 63.82		
			Average						2.40 8.33			2.52 9.21			2.81 10.84			2.44 8.18			2.96 10.84		
			Rank						5 4			3 3			2 2			4 5			1 1		
Enhance the Environment																							
Acreage of existing parks within .25 mi						3.58			17.40 3.94 13.78			22.1 5.00 17.50			6.3 1.43 4.99			4.9 1.11 3.88			1.4 0.32 1.11		
Number of community gardens within .25 mi						3.17			3.00 5.00 15.83			1 1.67 5.28			3 5.00 15.83			2 3.33 10.56			1 1.67 5.28		
Number of links to existing greenways and bike routes						3.83			1.00 2.50 9.58			2 5.00 19.17			1 2.50 9.58			0 0.00 0.00			1 2.50 9.58		
Number of links to proposed greenways and bike routes						3.67			0.00 0.00 0.00			0 0.00 0.00			0 0.00 0.00			0 0.00 0.00			1 5.00 18.33		
Acreage of model site candidates within .25 mi						3.78			0.92 2.88 10.80			1.6 5.00 16.75			1.1 3.44 12.89			0.78 2.44 9.14			0.78 2.44 9.14		
Miles of Greenway						3.58			0.68 3.30 11.83			0.85 4.13 14.79			1.03 5.00 17.02			0.91 4.42 15.83			0.33 1.60 5.71		
			Total			3.58			17.62 81.83			20.79 75.48			17.36 61.21			11.30 38.41			13.62 48.16		
			Average						2.94 10.30			3.47 12.56			2.89 10.30			1.88 6.57			2.26 8.23		
			Rank						2 2			1 1			3 3			5 5			4 4		
Goals Summary																							
Celebrate Community and Culture																							
Total						3.72			13.79 52.74			24.38 90.78			23.88 89.30			15.27 68.81			16.21 68.91		
Average									2.30 8.79			4.06 15.13			3.98 14.88			2.55 9.75			2.70 9.45		
Rank									5 5			1 1			2 2			4 4			3 3		
Facilitate Socioeconomic Growth																							
Total						3.78			25.04 94.96			27.79 105.43			40.06 151.58			34.95 134.11			41.51 154.69		
Average									1.93 7.36			2.14 8.31			2.38 11.66			2.69 10.32			3.19 11.96		
Rank									5 5			4 4			2 2			3 3			2 2		
Promote Safety, Security and Access																							
Total						3.61			26.61 92.39			26.79 93.38			31.38 111.12			16.58 63.04			20.42 70.09		
Average									2.42 8.48			2.44 8.48			2.81 10.18			1.81 6.73			1.86 6.73		
Rank									3 3			2 2			1 1			1 1			4 4		
Advocate Health and Wellness																							
Total						3.60			14.42 49.96			15.09 55.25			16.86 60.26			14.87 49.10			17.77 63.82		
Average									2.40 8.33			2.52 9.21			2.81 10.84			2.44 8.18			2.96 10.84		
Rank									5 4			3 3			2 2			4 5			1 1		
Enhance the Environment																							
Total						3.58			17.62 81.83			20.79 75.48			17.36 61.21			11.30 38.41			13.62 48.16		
Average									2.94 10.30			3.47 12.56			2.89 10.30			1.88 6.57			2.26 8.23		
Rank									2 2			1 1			3 3			5 5			4 4		
Goals Aggregate																							
Grand Total									97.48 351.87			114.84 420.32			129.55 473.48			92.77 344.16			109.44 394.61		
Overall Average									2.40 8.62			2.92 10.79			3.12 11.39			2.21 8.31			2.69 9.32		
Overall Rank									4 4			5 5			1 1			5 5			3 3		

IMPLEMENTATION
Greenway Segment Evaluation Scorecard

Following is a summary of how each proposed Greenway segment fared in the Scorecard's evaluation:

Segment 1 - Gwen Giles Park to St. Vincent Greenway
Scorecard Rank: 4th

This segment earned relatively low scores in the areas of Culture & Community, Socioeconomic Growth, and Health & Wellness. However, with several nearby parks and a link to the St. Vincent Greenway, it scored well in the area of Environment. As this entire segment is composed of single jurisdiction right of way, it has a relatively low degree of difficulty for implementation. The Adjusted Score+ for Segment 1 is very similar to Segment 5.

Segment 2 - St. Vincent Greenway to Clarendon Avenue
Scorecard Rank: 2nd

Segment 2 scored particularly well in the areas of Culture & Community, Safety & Security, and Environment. With a connection to the St. Vincent Greenway, and a composition of 100% single jurisdiction right of way, the segment has a relatively high potential for positive impact versus a low degree of difficulty for implementation. The Adjusted Score+ for Segment 2 is very similar to Segment 3.

Segment 3 - Clarendon Avenue to Taylor Avenue
Scorecard Rank: 1st

This segment was rated very well with regard to addressing project goals. Environment is the only category to receive a ranking of 3, with all other goals receiving a 2 or 1 ranking. However, Segment 3 is the longest and arguably most complex of all the segments. The combination of single and dual jurisdiction rights of way, along with a challenging crossing at Kingshighway mean that this segment has both a high potential for positive impact, as well as a high degree of difficulty for implementation. The Adjusted Score+ for Segment 3 is very similar to Segment 2.

Segment 4 - Taylor Avenue to Enright Avenue
Scorecard Rank: 5th

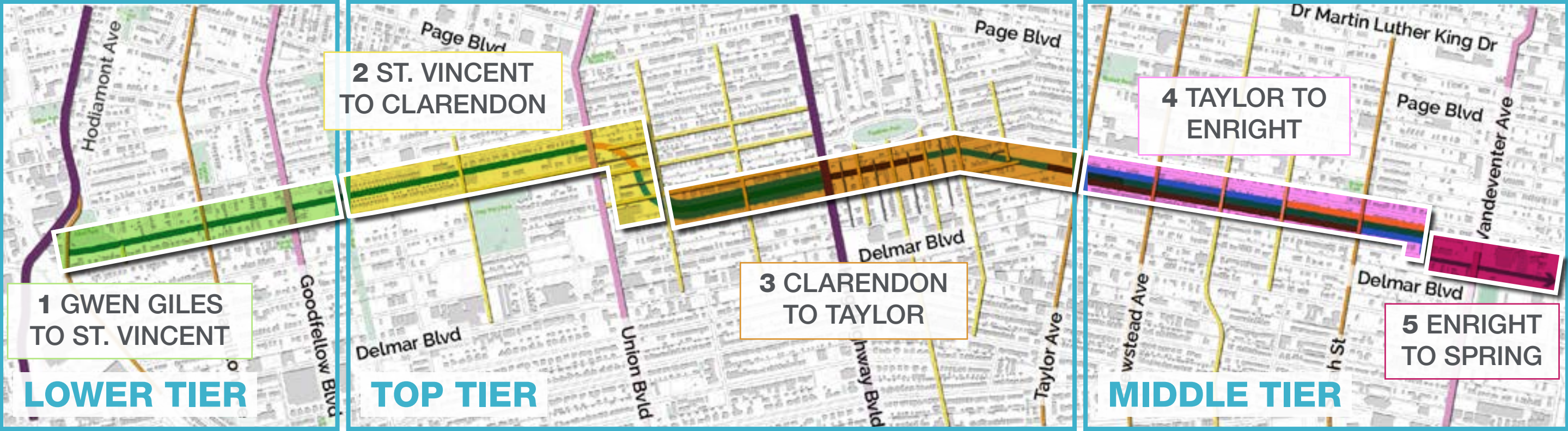
Segment 4 received the lowest ranking in three of the five project goals. This, combined with a complex, dual jurisdiction composition resulted in Segment 4 scoring significantly below the rest of the pack. However, its location between two more highly ranked segments may result in a higher prioritization for implementation.

Segment 5 - Enright Avenue to Spring Avenue
Scorecard Rank: 3rd

This segment exhibited an interesting scoring pattern with regard to the project goals, ranking fourth in three of the categories, and first in two (Socioeconomic Growth and Health & Wellness). Its use of street right of way, high visibility, and connection to the proposed Brickline Greenway make this segment an attractive candidate for implementation. The Adjusted Score+ for Segment 5 is very similar to Segment 1.

		1			2			3			4			5		
		Gwen Giles to St. Vincent			St. Vincent to Clarendon			Clarendon to Taylor			Taylor to Enright			Enright to Spring		
		0.68 Miles			0.85 Miles			1.03 Miles			0.91 Miles			0.33 Miles		
	Weight (1-5)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)	Value	Score (0-5)	Score+ (0-25)
Goals Summary																
Celebrate Community and Culture																
	Total		13.79	52.74		24.38	90.78		23.88	89.30		15.27	58.51		16.21	56.95
	Average	3.72	2.30	8.79		4.06	15.13		3.98	14.88		2.55	9.75		2.70	9.49
	Rank		5	5		1	1		2	2		4	3		3	4
Facilitate Socioeconomic Growth																
	Total		25.04	94.96		27.79	105.43		40.06	151.58		34.95	134.11		41.51	154.69
	Average	3.78	1.93	7.30		2.14	8.11		3.08	11.66		2.69	10.32		3.19	11.90
	Rank		5	5		4	4		2	2		3	3		1	1
Promote Safety, Security and Access																
	Total		26.61	92.39		26.79	93.38		31.38	111.12		16.58	63.04		20.42	70.00
	Average	3.61	2.42	8.40		2.44	8.49		2.85	10.10		1.51	5.73		1.86	6.36
	Rank		3	3		2	2		1	1		5	5		4	4
Advocate Health and Wellness																
	Total		14.42	49.96		15.09	55.25		16.86	60.26		14.67	49.10		17.77	63.82
	Average	3.60	2.40	8.33		2.52	9.21		2.81	10.04		2.44	8.18		2.96	10.64
	Rank		5	4		3	3		2	2		4	5		1	1
Enhance the Environment																
	Total		17.62	61.83		20.79	75.48		17.36	61.21		11.30	39.41		13.52	49.18
	Average	3.58	2.94	10.30		3.47	12.58		2.89	10.20		1.88	6.57		2.25	8.20
	Rank		2	2		1	1		3	3		5	5		4	4
Goals Aggregate																
	Grand Total		97.48	351.87		114.84	420.32		129.55	473.48		92.77	344.16		109.44	394.65
	Overall Average		2.40	8.62		2.92	10.70		3.12	11.38		2.21	8.11		2.59	9.32
	Overall Rank		4	4		2	2		1	1		5	5		3	3
Aggregate Score+				8.62			10.70			11.38			8.11			9.32
Cost/Benefit Factor		2.50	-2.91%	-0.25		5.80%	0.62		0.54%	0.06		-17.74%	-1.44		-8.26%	-0.77
Adjusted Score+				8.37			11.32			11.44			6.67			8.55
Adjusted Rank			4	4		2	2		1	1		5	5		3	3

IMPLEMENTATION
Phasing and Operations Recommendations



Construction Phasing Recommendations

Based on the preceding evaluation, the evaluated segments fall within one of three tiers. At this Concept Plan stage of the project, and based on current conditions, the project team recommends Greenway construction occur in the following order:

Top Tier - Segments 2 and 3 (St. Vincent Greenway to Clarendon Avenue and/or Clarendon Avenue to Taylor Avenue)

- Connect to and extend the existing St. Vincent Greenway
- Improve two major street crossings at Kingshighway and Union
- Construct over half of the Greenway (nearly 2 miles) in the first phase(s)
- Build on mostly single jurisdiction right of way, while establishing standards for dual jurisdiction areas as well

Middle Tier - Segments 4 and 5 (Taylor Avenue Enright Avenue and/or Enright Avenue to Spring Avenue)

- Constructing this portion of the Greenway in future phase(s) will allow time for the design of the Brickline to develop further, perhaps allowing both projects to be implemented in conjunction with one another
- Implementation could occur east to west, or vice versa, depending on future conditions
- Upon completion of this phase, St. Vincent Greenway may be connected to the proposed Brickline (pending its construction timeline)
- Building out the bulk of dual jurisdiction right of way in this phase allows more time to engage with neighbors in preparation for construction

Lower Tier - Segment 1 (Gwen Giles Park to St. Vincent Greenway)

- Constructing this portion of the Greenway in a final phase will allow time to study crossings and connections westward to MetroLink and potentially the Centennial Greenway at Vernon and Ackert Walkway in University City
- This segment's low degree of difficulty combined with the area's high density of residents could be cited as rationale to move this segment into an earlier phase, depending upon budget availability and progress in other areas of the corridor

Ultimately, these recommendations will be presented to Great Rivers Greenway's leadership, Board of Directors and the Great Rivers Greenway Foundation, as well as project stakeholders such as the City of St. Louis and Bi-State Development Agency. While the Evaluation Scorecard provides valuable rationale for project phasing, the final determination of locations and timelines will largely be driven by budget constraint, permitting, utility coordination and construction requirements beyond Great Rivers Greenway's control.

IMPLEMENTATION
Environmental Safety and Security Toolkit

Throughout this study’s community engagement efforts, a common concern voiced by residents and participants is that public safety is critical to the success of any proposed Greenway facility. Particularly, the prevention of crime is at the forefront of many community members’ minds.

A Greenway can have a direct, positive impact on public safety in its immediate vicinity as well as the areas around it. A reduction in crime in one area can decrease criminal activities in adjacent areas. Following is a brief summary of design principles focused on improving environmental safety and security:

Eyes on the Street

This term describes the concept of organizing a site to maximize visibility, enhancing safety and discouraging undesirable behaviors by allowing people to see and be seen.

Natural Access Control

Using design features like fencing and landscaping to distinguish between public and private space helps to direct users to appropriate spaces and activities for public use while discouraging trespassing on private property or target areas.

Pride of Ownership

When a community or group assumes feelings ownership of an environment, they are more likely to defend it from misuse or abuse.

Activity Support

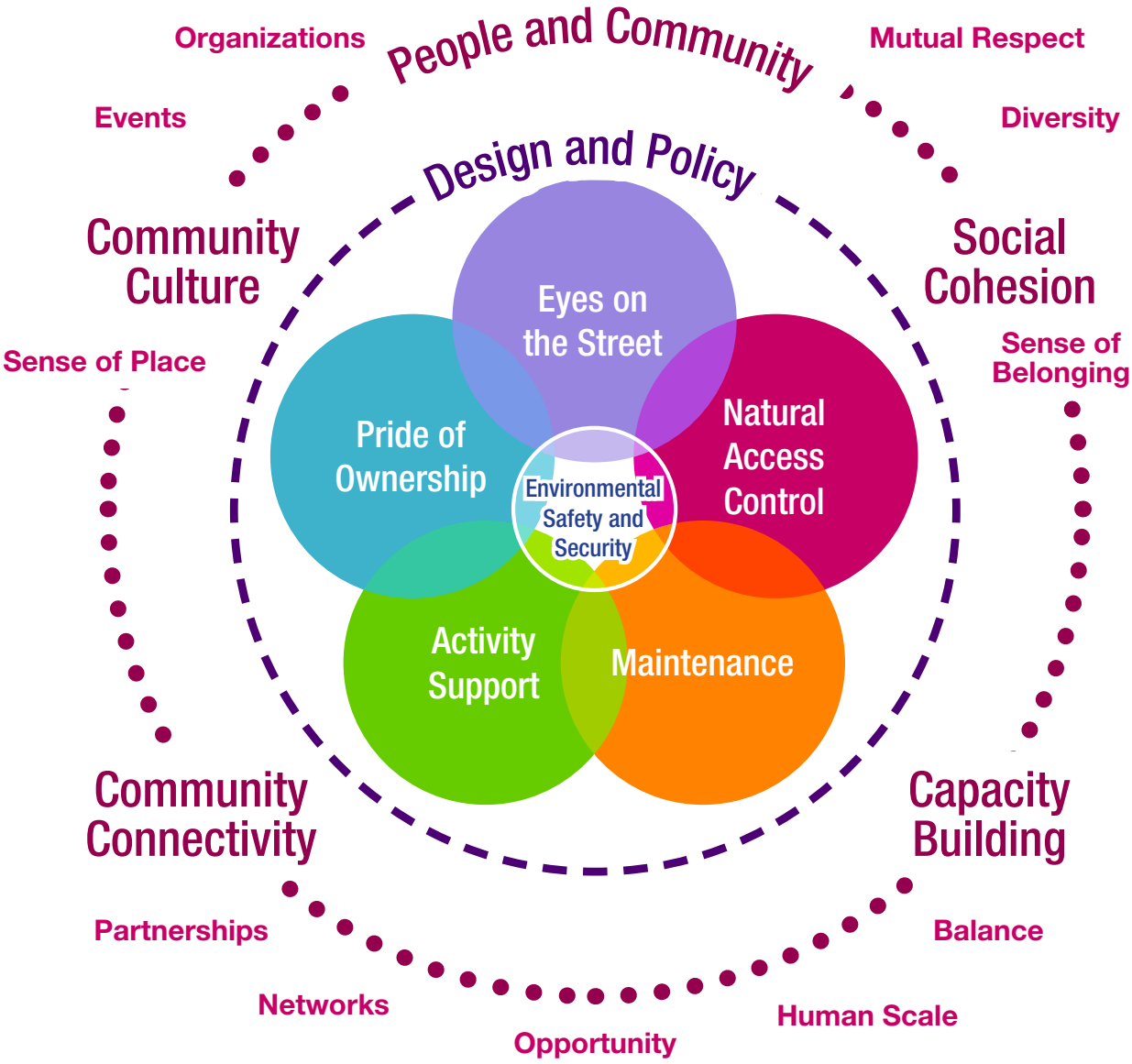
The presence of staff as well as scheduled activities and programs reinforce positive behaviors by encouraging increased interest and participation.

Maintenance

Regular maintenance supports pride of ownership. It can influence users’ perception of safety while discouraging potential offenders against the commission of a crime based on an elevated perception of risks associated with inappropriate activity.

Community Culture, Social Cohesion, Community Connectivity and Capacity Building
Without diminishing the importance of physical design and policy, it should be noted that these design principles are limited in their capacity to affect positive community change. In fact, when misused, these principles can backfire, leading to spaces that feel fortress-like and uninviting. In this regard, it must be recognized that **individuals and communities are the real keys to success**. The true role of good design of public spaces is to support an atmosphere of neighborliness and partnership by fostering a sense of belonging - to create shared assets worth rallying around.

The United Nations defines *capacity building* as: “developing and strengthening the skills, instincts, abilities, processes and resources that organizations and communities need to survive, adapt, and thrive in a fast-changing world.” Greenways can be a catalyst for community capacity building, as exemplified by 7Together, an organization of the seven neighborhoods surrounding the proposed Greenway on the Hodiament Tracks. This group has formed in response to the proposed Greenway in order to not just support its development, but also to collaborate in other aspects of collaborative community building.



Adapted from: Oxford Research Encyclopedia of Criminology

This page highlights some of the ways in which the Concept Plan addresses the Environmental Safety and Security design principles as previously outlined.

Lighting & Cameras

Emergency Call Box

Separation of Public and Private Property

Multiple Access Points via Crossings

Natural Surveillance

Wayfinding

Low Vegetation for Proper Sight Lines



This page highlights some of the ways in which the Concept Plan addresses the Environmental Safety and Security design principles as previously outlined.

Well Trimmed Trees
to Preserve Visibility

Natural
Surveillance

Multiple Access
Points

Lighting &
Cameras

Bollards

Low Vegetation for
Proper Sight Lines

Separation of Public
and Private Property

Wayfinding

Litter &
Recycling
Receptacles

Rumble Strips

IMPLEMENTATION
Art, Culture and Identity

Throughout the Concept Plan design process, community members have consistently reiterated that the proposed Greenway should reflect the neighborhoods through which it travels, placing a high priority on identity, neighborhood, culture, history, storytelling, and art.

The Concept Plan identifies locations along the Greenway where cultural expressions might be incorporated in its implementation. The depictions on the following pages of murals, sculpture, interpretive history, gathering spaces, etc. are meant as examples of the types of opportunities to be pursued in future design phases, and are not to be interpreted as completed designs.

Further development of the aforementioned expressions of community culture should be integral to future design phases, with local voices leading the way. An example of a community-led effort can be seen in Great Rivers Greenway’s ongoing efforts to engage Greenway neighbors throughout the region, collecting individuals’ stories to be interpreted along Greenways throughout the River Ring.

Another applicable approach being employed on the Brickline Greenway is the Artists of Color Council, an assembly of local artists hired to provide design guidance and implement opportunities for local artists of color, engaging the community along the way and ensuring that the art is representative and welcoming to the communities served by the Greenway.

*** See Appendix A - Engagement Summary for more information**



Brickline Greenway - Artists of Color Council



St. Vincent Greenway - Storybook Walk



Mississippi Greenway - Wall Art



Boschert Greenway - Sculpture



Centennial Greenway - Sculpture



River des Peres Greenway - Lighting and Signage

This page highlights some of the ways in which the Concept Plan addresses opportunities to represent Greenway and community identity.



Neighborhood
Message Board

Furnishings

Lighting

Community Art &
Interpretive History
Opportunities

Art on Pavement

This page highlights some of the ways in which the Concept Plan addresses opportunities to represent Greenway and community identity.



Model Site

Special
Lighting

Native
Plantings

Pavement

IMPLEMENTATION

Utility Impact

The potential improvements associated with Greenway on the Hodiament Tracks Conceptual Plan may generate conflicts with utilities. Described below are the possible utility impacts associated with the individual proposed features of the conceptual plan:

- Proposed bollards to control/prevent vehicular entry to trail have the potential to impact buried utilities.
- Raised street crossings or speed tables will require the adjustment to grade of at-grade utility access points (manholes) that fall within the crossing.
- Raised street crossings or speed tables may necessitate the addition of drainage if storm water flow to existing drainage structures is disrupted. This additional drainage would have the potential to create impacts to utility facilities.
- Utility's ability to access their facilities along the trail with maintenance vehicles will need to be maintained.
- Mature height of trees planted will need to be carefully considered if they will be near or under overhead utilities.
- Ameren can provide dawn to dusk lighting that they maintain. These lights can be mounted on their power poles or on posts. (<https://www.ameren.com>)
- Curb line shifts to narrow cross streets may require relocation of drainage inlets.
- Curb line shifts may require the adjustment to grade of at-grade buried utility access points. For example, a manhole currently in the street that will fall behind proposed curb will need to be raised to the new grade behind the curb.
- Curb line shifts may require the relocation of fire hydrants to maintain 2 ft between face of curb and hydrant.
- Tree plantings will need to take into account overhead and buried utilities.
- Special lighting along the trail will need to take into account cross Right of Way overhead utilities to avoid conflict.
- Foundations for special lighting will take into account buried utilities to avoid conflict.
- Design of signal foundations will need to take into account locations and types of buried utilities to avoid conflict.
- Ameren may allow the mounting of surveillance cameras on their poles. This would require GRG pursuing an agreement with Ameren's Joint Use Group (uejointuse@ameren.com).

* See Appendix B - Existing Conditions and Analysis for more information

* See Appendix D - Reference for more information



IMPLEMENTATION

Future Potential Funding and Agency Approval Considerations

Funding for Greenway projects may be available from an array of sources. Likewise, Greenway projects are subject to review and approval by a number of government agencies, utility providers, and other stakeholders. Following are items for consideration as the project proceeds into subsequent stages:

- National Environmental Policy Act (NEPA) clearance is needed for any part of this project that might be considered for federal funding. If possible, NEPA should be considered along the entire segment so the entire corridor is eligible and the purpose and need is thought of holistically for the community. Federal funding sources could include the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Program (STP), the Coronavirus Aid, Relief, and Economic Security Act (CARES), etc.
- It should be determined if this corridor could be considered one project for federal funding so that street crossings wouldn't have to be pulled out where federal dollars cannot be used. Functional classification often determines what streets are eligible for federal funding. This project is not on a street per se, though a discussion should be had with East West Gateway Council of Governments to determine if any functional classification changes would be possible and required.
- Concept Plan review meetings with the City of St. Louis Board of Public Service, Planning Department, and Streets Department are recommended as immediate next steps. Further meetings with St. Louis Development Corporation, Metropolitan Sewer District, Historic Preservation District, Parks District and all the utilities should also be set up. Each of the agencies/departments processes should be mapped out into a schedule for design and implementation.



IMPLEMENTATION

Operations and Maintenance Recommendations

The typical model Great Rivers Greenway follows for fulfilling long-term operations and maintenance needs is for local municipalities to assume those duties. However, some communities lack the financial resources, capacity and expertise to perform these functions to the level of care that is consistent across the region. Great Rivers Greenway recognizes these challenges but also believes that a community's lack of resources should not preclude their residents' right to high quality greenway facilities.

In previous working group studies for the nearby proposed Brickline Greenway, options for a new operations and maintenance model were investigated. Great Rivers Greenway has not yet determined which model is most feasible and appropriate for long-term care of the Brickline, but is committed to providing maintenance during the interim period--for Brickline, Hodiament and other greenways in locations that lack financial resources to do so--until a long-term model can be implemented.



IMPLEMENTATION

Next Steps

Great Rivers Greenway is committed to fully implementing the community's vision for the Greenway on the Hodiament Tracks. Since launching the engagement and design efforts in 2018, Great Rivers Greenway has encouraged resident participation to generate this Conceptual Plan that thoughtfully represents the community-defined Goals and Objectives for the corridor. Moving forward, it is intended that the process continue to be deliberate, inclusive and feasible. The following actions are recommended as next steps to ensure steady progress toward completion:

- Present the Concept Plan to Great Rivers Greenway's Board of Directors for official plan adoption.
- Continue to engage with community members and stakeholders to refine Greenway designs, consider opportunities for adjacent vacant properties and plan ways to promote Greenway activities.
- Explore opportunities and procedures for expressing local art along the Greenway.
- Coordinate requirements, schedules, and approvals with other stakeholders, city agencies and utility providers
- Determine an implementation plan, including phasing and future annual budgets, necessary to fully realize the vision for the Greenway.
- Coordinate development of the Hodiament with other Great Rivers Greenway projects that provide additional destinations along St. Vincent, Centennial and Brickline Greenways.
- Continue studying and implementing models for the long-term operations and maintenance of the Greenway.

